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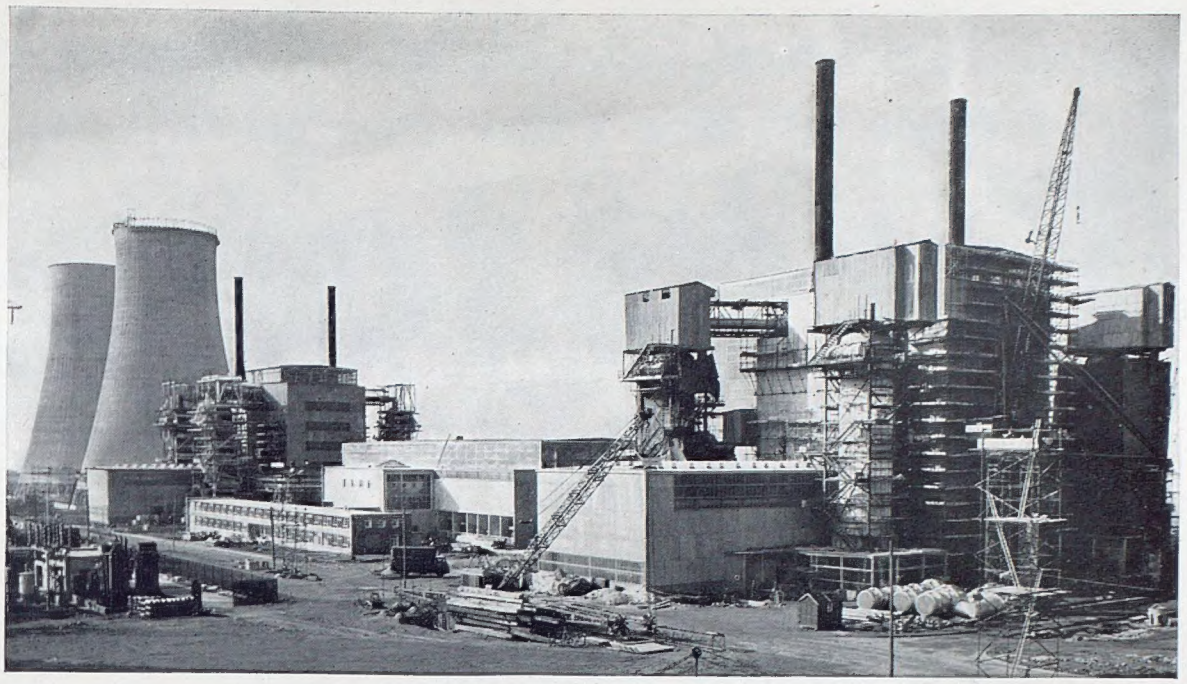

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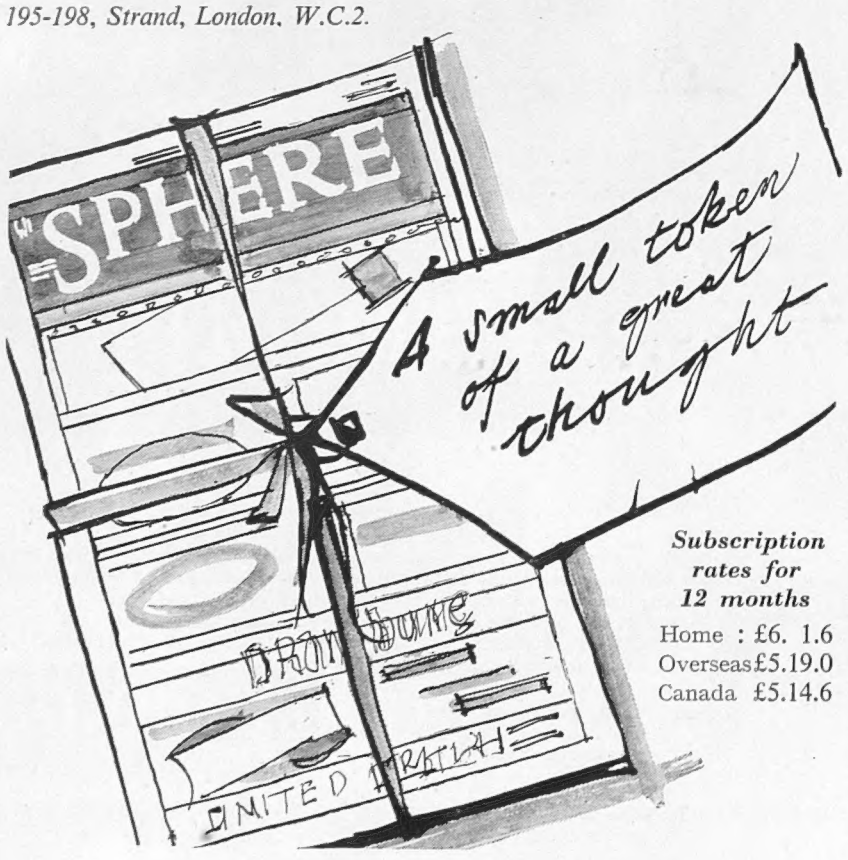


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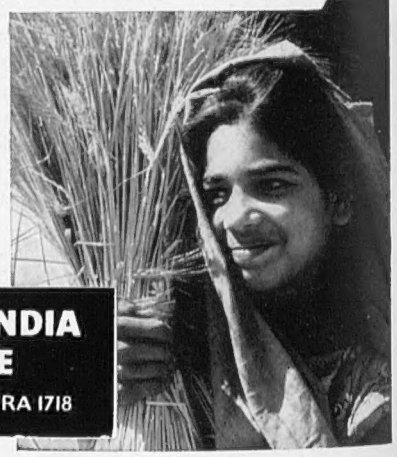

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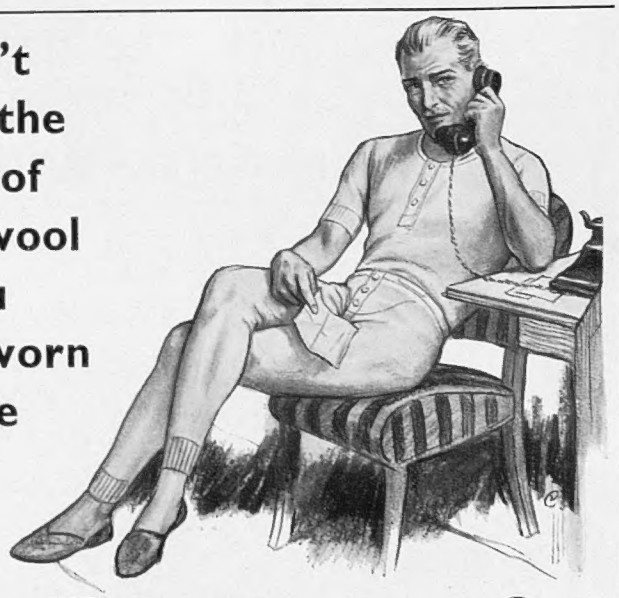

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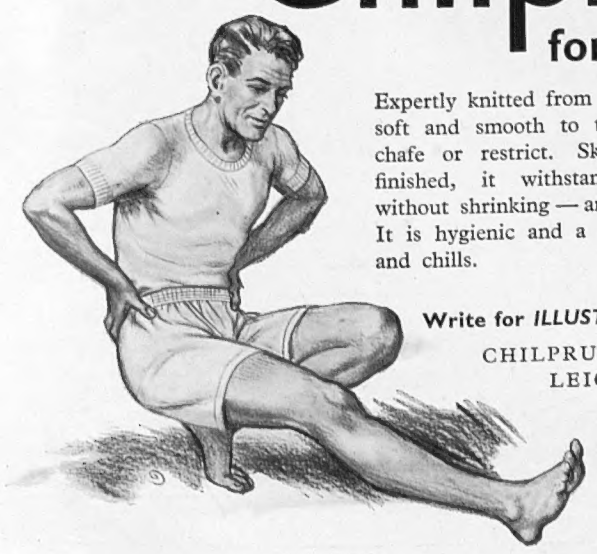

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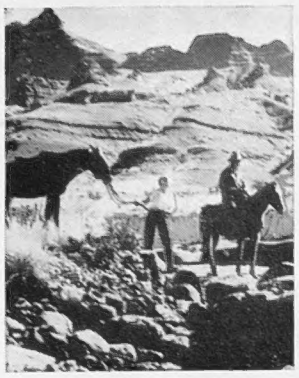

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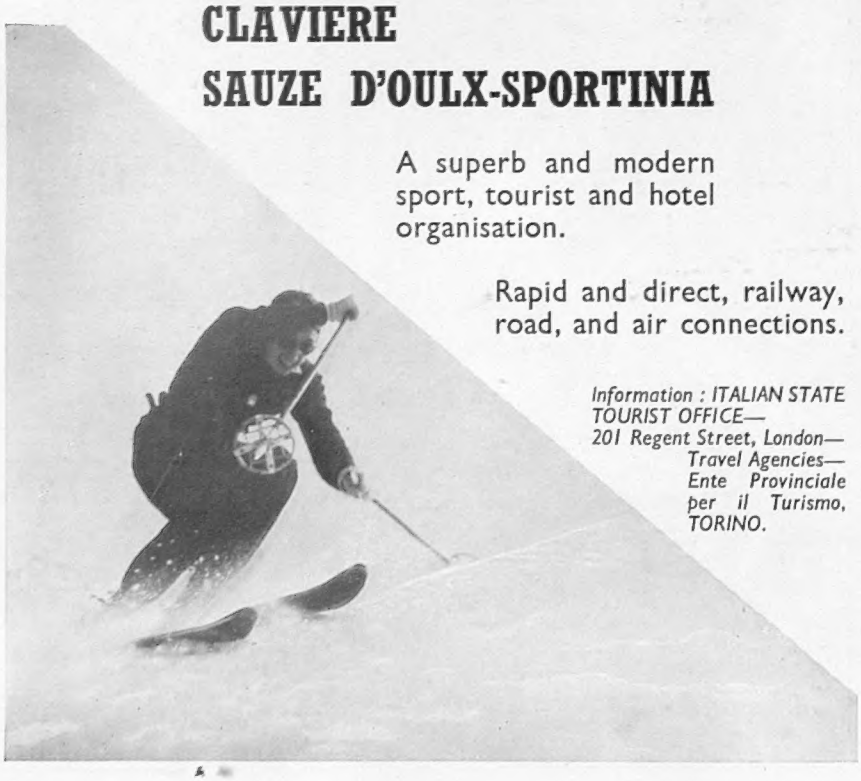

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Volume CCXXVII No. 2952

The SPHERE, London, October 27, 1956

# The SPHERE

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**RESCUE IN THE CHINA SEA—A UNITED STATES AIR FORCE AIR-SEA RESCUE HELICOPTER RESCUES A MEMBER OF THE CREW OF AN ARMY TUG WHICH HAD RUN AGROUND ON A REEF OFF THE COAST OF OKINAWA: The helicopter, a Sikorsky S-55, is seen hovering over the stricken vessel while the man is hauled to safety. The American Army tug LT-578 had struck the reef when going to the aid of an Army tanker which had grounded nearby.**

Recently, the United States Army tanker Y-482 ran aground on a reef less than a mile from the coast of Okinawa, in the China Sea. An American Army tug, LT-578, went to the rescue, but while preparations were being made to pull the tanker off the reef the tug itself ran aground on another reef a few hundred yards away. The pounding surf broke through the tug's watertight hatches and the vessel's engine room and crew quarters were flooded. When the United States Air-Sea Rescue service came on the scene the tug had turned on to its side and the members of the crew had to be taken off by helicopter. The machines hovered over the stricken vessel and all the twenty-eight members were hauled to safety. At the time of the rescue it was believed that both vessels could be refloated. The Sikorsky S-55 helicopters which effected the rescue are used by all the United States armed services and by many civilian organisations throughout the world. They are also used for Air-Sea Rescue around Britain's coasts. Each helicopter carries an operational crew of two. During rescue operations a power-operated hoist can be used while the aircraft is hovering.

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## ULANOVA IN HAMPSTEAD

**THE RUSSIAN BALLERINA VISITS PAVLOVA'S HOME: Galina Ulanova, leading dancer of the Bolshoi Ballet Company which is at present having a highly successful season in London, paid homage to the illustrious ballerina of other days at the latter's old home in Hampstead. In this picture, Ulanova chats with Paul Smikitis (right), who was Anna Pavlova's head gardener. He is ninety years of age. In the centre is Ulanova's husband. During their brief visit, the Russians paused at the memorial to Pavlova beside the lake in the grounds of the house.**

## CHINESE MUSIC FOR SIR THOMAS

*On right—*

**SIR THOMAS BEECHAM PLAYS HIS "SHENG": During a rehearsal the eminent conductor practises on his "sheng," which is a Chinese wind instrument consisting of a number of hollow bamboos. The instrument was presented to him by members of the Variety Theatre of China, which recently concluded its London season.**

## THREE PAINTERS

**ARTISTS MEET: Augustus John (left) chats with two fellow-artists, Sven and Juanita Berlin. Mr. John opened an exhibition of the Berlins' work at the Bladon Gallery, Hurstbourne Tarrant, near Andover, in Hampshire. The couple specialise in portraying horses and gypsy scenes.**


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# A London Newsletter

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**Suez Progress.**—Britain and France (with reason) were from the first less inclined to expect "results" when the Suez dispute came before the Security Council than were their American confrères. Over Suez, at any rate, the efficacy of endless talks is not subscribed to by Britain and France, who all along have realised that time is on Nasser's side. There is not very much to encourage optimism in the "business done" by the Security Council. Egypt has conceded some principles which they are prepared to continue to argue over, without any guarantee that these principles could be practically interpreted, or indeed that they will not be whittled down at the next series of talks. The one issue on which Britain and France stand firm—the internationalisation of the Canal—was thrown overboard by the inevitable veto of Russia, supported by Yugoslavia. The small value of submission of explosive issues to the Security Council has been proved to the hilt. The details of its organisation have proved once more incapable of settling international disputes or of offering a workable substitute for the ultimate sanctions of the old diplomacy, so long as the world is divided into two ideological camps. Mr. Shepilov returned home "with the gratifying feeling that his duty had been done." He had dropped his veto brick precisely where it was expected. He heard the evidence on both sides in a localised dispute which the court on which he sat was charged to consider impartially *ad hoc*. But his NO was the inevitable NO to the aspirations of his country's ideological rivals. Whatever and wherever the dispute, if the case for the "Ayes" had been twice as strong, the Russian veto on any resolution whose passing would have satisfied or gratified the Western Powers was as inevitable as day following night.

**Look to Your Weapons.**—Time is not on our side. The delegates will go on talking. The diplomacy of the conference table will have full rein. We shall hear of progress and concessions at Geneva, but there is no new substitute for the settling of international disputes by peaceful means. Sheer boredom might eliminate Suez as a major issue after months of futile talks ; a new crisis, no less grave, or graver still (Israeli, perhaps), might shelve it or diminish its importance. With every extra week of talk, Sir Anthony's last weapon to secure justice must grow a little more rusty. The vacuum between the old and the new diplomacy bedevils world order, and while the Security Council's rules and constitution remain as they are and the world remains sharply divided into two opposing camps, there is no new specific for settling a not-hopelessly-complicated dispute like that of Suez by a jury of civilised nations who have heard the rights and wrongs on both sides, considered their evidence and given their verdict without fear or favour and are strong enough to see it enforced. In vital matters it is a talking-shop, a mint of formulæ, a factory of platitude, a shelver of embarrassing problems, a waster of time and money. The Canal-users must look to such weapons as they possess and pool their resources. Their armoury need not be empty. If Time rusts the ultimate weapon, a united front and economic sanctions might still soften-up the aggressor who chose the shrewd moment to strike and can rely on powerful allies to help him twist an enemy's tail, but who is not so assured of the economic aid he needs to save his country from collapse or a good argument for Israel's claim to Suez Canal rights and free passage. It puts the Jordan Government in an ugly dilemma when she confirms her desire for friendly relations with Britain and turns the other eye for support from Egypt and elsewhere. And it makes the nations of a maturer civilisation wonder how much reliance can be given to the claims of smaller nations in the Middle East to be qualified by responsible Governments and disciplined peoples to take their equal parts in the conduct of international affairs.

**Penal Reform.**—The Howard League's five-point programme for penal reform deserves urgent and close study by the Home Office and other authorities. These points are impressive because none of them is the impossible even to-day. The authorities have for some years been faced with several formidable obstructions to the root-and-branch reforms which are needed. A great increase in crime due to war's unseating of reason and to the many petty preoccupations of a very small police force ; antiquated prisons which can neither be replaced nor improved nor added to, owing to stringent checks on spending and building ; and the resultant crowding which prevents the essential separation of different types of criminal, both in respect of age, mental category and degree of crime. Progress has been made in keeping the young offender from the jail lag, but very little has been done, with limited resources in building and staffs, to separate criminals of "normal" mentality from those whom modern medical science categorises as unlikely to profit from efforts at rehabilitation and whose mental state renders them inciters to trouble-makers. Then again the deficiencies in training staffs and accommodation have prevented serious efforts

## A NEW LONDON EMBASSY

**THE GERMAN EMBASSY HAS A NEW HOME: This view of the modern building, constructed to house most of the Embassy of the German Federal Republic in Belgrave Square, shows the Chesham Place entrance. On the right is the Ambassador's residence, which is still being built. The new Embassy reflects contemporary trends in German official architecture. The old Embassy adjoining is to be reconstructed, and the staff will occupy both buildings.**

o find work for the prisoners within and outside the prison walls which would benefit them and restore a sense of usefulness and at the same time benefit the community and relieve the taxpayer. They may not to-day tread mills or pick oakum, but such tasks as sewing mail-bags could be quicker and better done by robots and are not likely to restore responsibility in the prisoners. The Howard League points out that even our less up-to-date existing prisons in their construction offer quite reasonable opportunities for the better segregation of types and mental categories and that more constructive and useful prison work is not ruled out. For the rest, much more can be done at once among existing staffs, reinforced by increasing numbers of trained voluntary helpers, to seed into their right categories and generally to humanise and personalise the unhappy occupants of our prisons, each one of which presents an individual problem to the Governor and his staff.

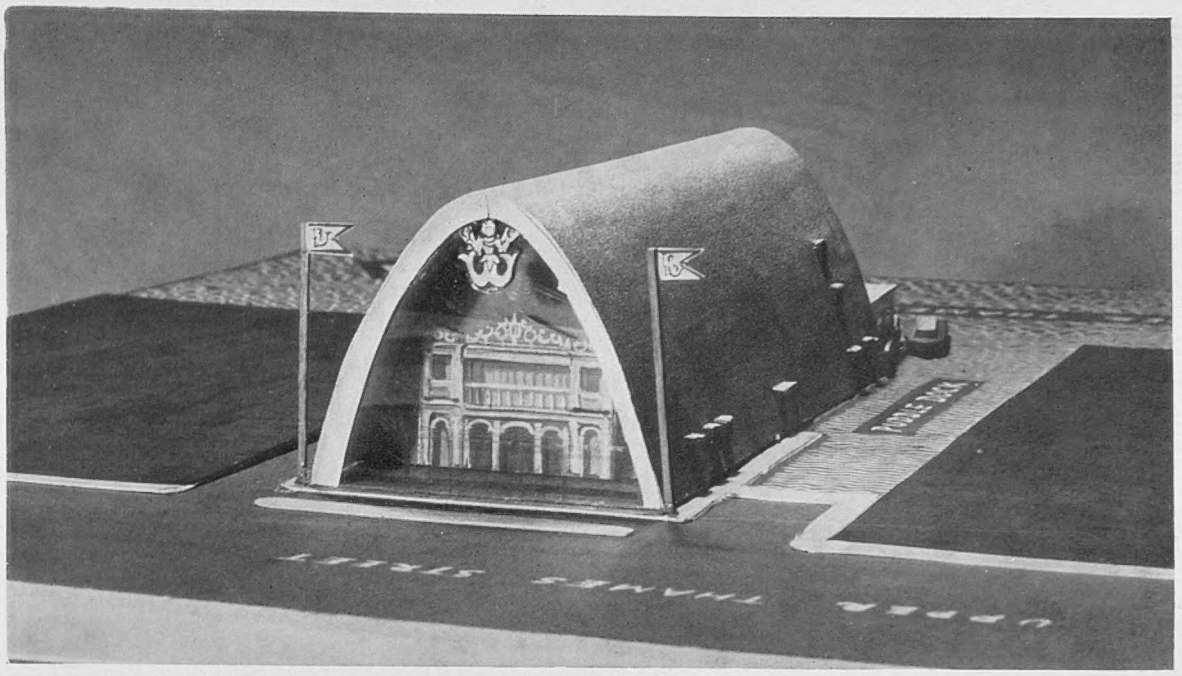
**Bravo, British Justice.**—Our judicial system has been praised for generations and still claims to be the envy of civilisation—and with justice. I have been reading Iseult Bridges' *How Charles Bravo Died*, though my interest in criminology grows weaker. The author makes this mystery as exciting as she made the sad story of Constance Kent, and I agree with her that famous criminal trials are invaluable to social historians in bringing before posterity every detail of the manner of life and thought of our ancestors. But both the author's books inspire in me another reflection. How often these famous trials in the past 100 years have thrown a very unpleasant and discouraging light on the working of our famous judicial system or on the integrity of the police. The Kent case showed the lay magistracy to be utterly incompetent in Somerset and revealed serious weaknesses in the police and Home Office. In Bravo's case, both inquests condemned the coroner; the second, in which many of the greatest lawyers of the day held briefs, was a noisy *opéra bouffe* of irrelevance and prejudice. In the case of Oscar Slater, the corruption of the Glasgow police and the prejudice of the court was proved to the hilt. Two other famous Scottish trials—the Ardlamont and Madeleine Smith (non-proven)—revealed weaknesses in our judicial system or a sentimental verdict due to misdirection. The Edalji case was a gross miscarriage of justice; that of Steinie Morrison was open to criticism. Some, of course, of these famous trials remain as models and make the reputations of several famous counsel, but there are many exceptions. As for the "solution" of the Bravo mystery, I accept Sir Arthur Channell's and am not quite prepared to accept the author's embroidery of it which turns Bravo into a would-be murderer. But it is ingenious.

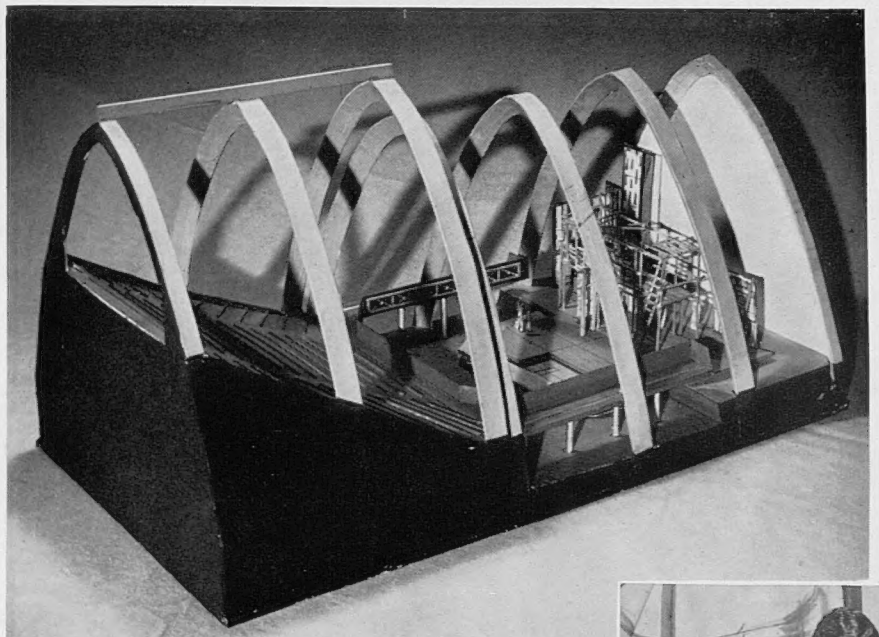
**Maugham on Max.**—Mr. Maugham revealed the other day that his friend Max Beerbohm had told him that writing had always been an intolerable burden, while his drawings were always a relaxation and a joy. It may be so, though I confess that the quality of Max's writings and his methods would strike me as a form of writing least calculated to impose a burden. The joy of serious playing with words, selecting and filling in the *mot juste*, turning the phrase to perfection—that I should call an expert's hobby, a miniature painter's delight. Max wrote quality, not quantity. A long novel, biography or history must always be an intolerable burden. However, Mr. Maugham drew the inference, with certainty on his part, that Max will be longest and devotedly remembered for his caricatures rather than for his writings. And from that judgment I strongly (and with humility) dissent. I think the other works of Max Beerbohm will outlive those of most of his famous contemporaries and be read and delighted when down the ages. His caricatures are entrancing, of course, but, divorced from their legends, would stand no such chance of survival, for they portray physical features, gestures and characteristics which very soon could only be recalled at second-hand where not immortalised by his word descriptions.

**Illiterate Civilisation.**—Unesco is good at statistics, spends money on compiling them on all sorts of subjects, and issues little books. Its *Basic Facts and Figures* inform us that still to-day two out of five of the world's population over fifteen years of age can neither read nor write. The fact gives Unesco serious concern. If you add six (or even seven) noughts to five, and an equal number of noughts to the illiterate two, the resultant figure of total illiteracy does indeed set a problem for the nations. Despite the confident claims of so many nations to political maturity and to complete ability to manage their own affairs, it looks as if, both in international and domestic affairs, minority rule must long be the order of the day. If another census covered the percentage of the world's citizens who can only read banner headlines, the illiteracy percentage would be still more terrifying and no student of politics would be left to believe that to-day democratic Government (for the people and *by* the people) can be successful. It is even harder to govern the semi-literate than the totally illiterate.

THE OLD STAGER

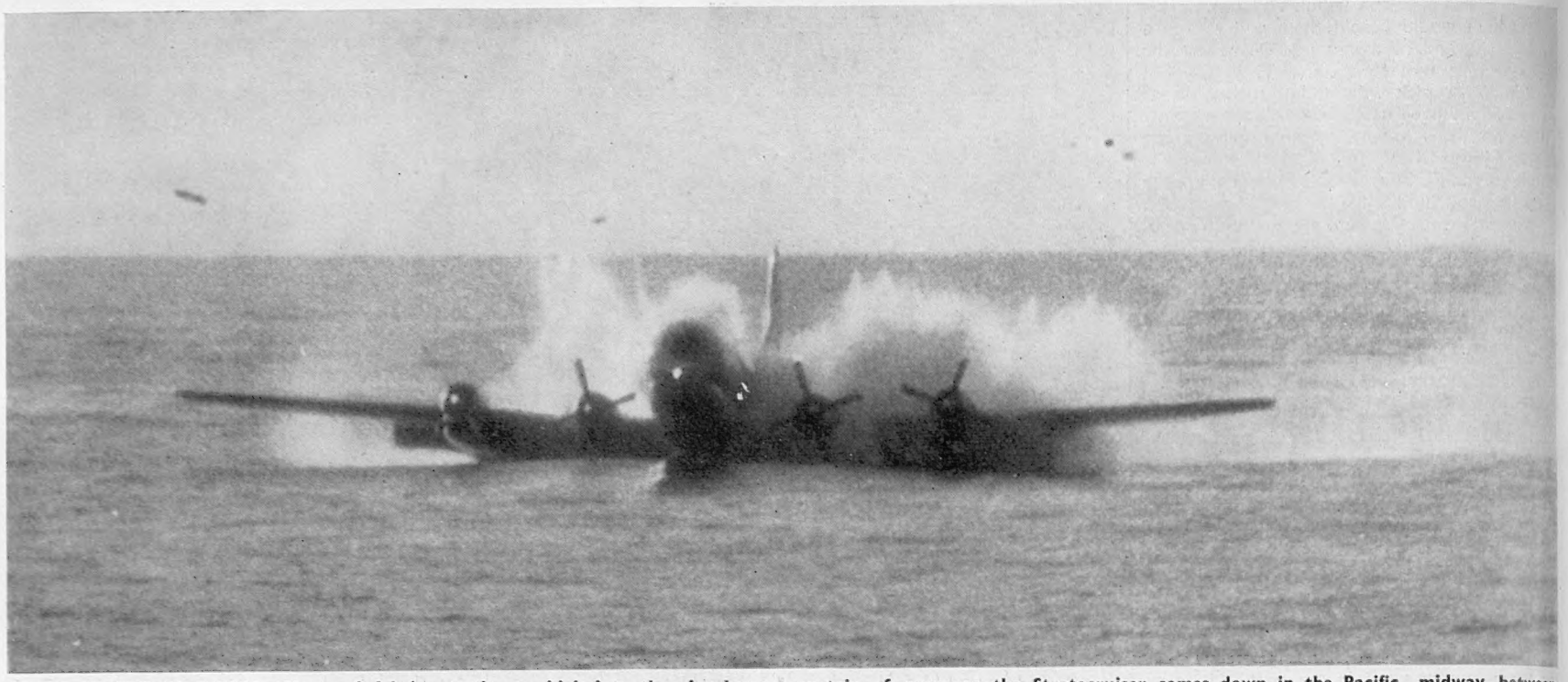
## A NEW THEATRE FOR LONDON





**THE MERMAID PROJECT BEGINS TO TAKE SHAPE: This curved structure is a model of the proposed Mermaid Theatre at Puddle Dock, near Blackfriars Bridge, in the City of London.** In the background the River Thames is suggested, while in the foreground is Upper Thames Street. The site is at present in ruins. Puddle Dock is to the right of the theatre. The scheme, planned by Mr. Bernard Miles, the actor, allows for a theatre seating 650 people, and will cost £50,000. Work on the site is to begin in January or February of next year. Performances of all kinds will be presented, beginning (it is hoped) with a special production of Dick Whittington during the pantomime season at the end of 1957. The price of seats will probably vary between 2s. 6d. and 5s.

**A THEATRE FOR THE CITY? A cut-away model of the proposed Mermaid Theatre shows the centrally-placed stage, with some seats on balconies on each side.** *On right*—**Watched by Mr. Bernard Miles (right), the retiring Lord Mayor of London, Sir Cuthbert Ackroyd, cements together a brick from the bombed warehouse on the Puddle Dock site, and one from the bombed house in Salzburg where Mozart was born. This act symbolised a new union between the City and the Arts.** *Below*—**The site is now used as a car-park. Puddle Dock is on the right. In the foreground is Upper Thames Street.**



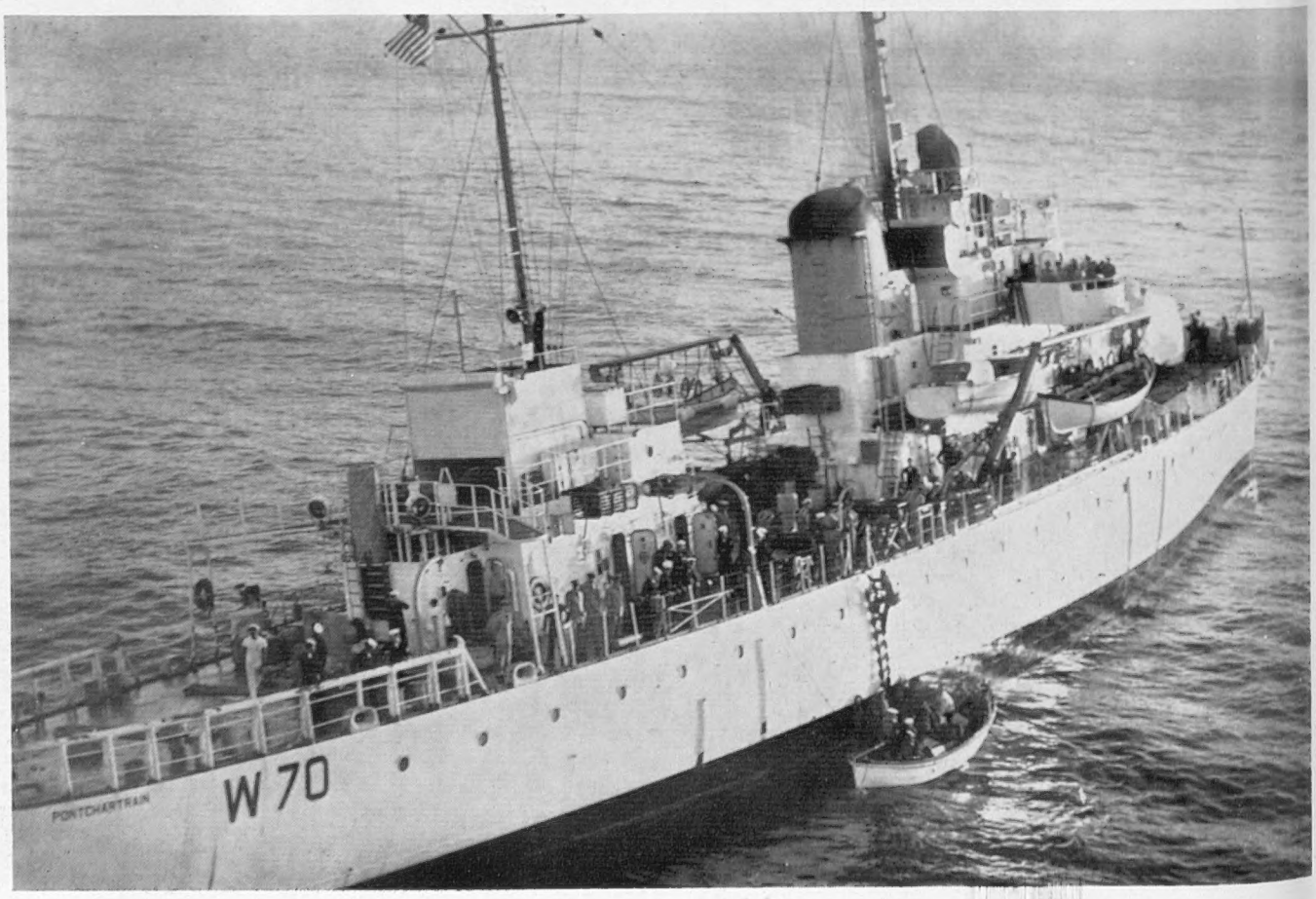
**AT THE MOMENT OF IMPACT:** Pieces of debris are thrown high into the air above a curtain of spray as the Stratocruiser comes down in the Pacific, midway between Honolulu and San Francisco. The twenty-four passengers and the crew of seven were rescued in a matter of minutes by the U.S. Coast Guard vessel *Pontchartrain*. For several hours the vessel had been standing by after receiving a message from the aircraft's pilot that he would have to ditch because of engine trouble.

**LEAVING THE SINKING PLANE:** The passengers and crew climb into rubber life rafts as the fuselage of the Stratocruiser begins to settle in the water. The plane broke in half immediately after impact and finally sank 21 minutes after hitting the water. *Below*—The *Pontchartrain* is boarded by officials as she enters San Francisco Bay with the passengers and crew of the Stratocruiser.

# PACIFIC AIR CRASH

*A Pan-American Airways Stratocruiser comes down in the Ocean Midway between San Francisco and Hawaii*

After circling in the darkness for over four hours waiting for dawn, the pilot of a Pan-American Airways Stratocruiser brought his aircraft down to an emergency surfacing in the Pacific on the only sound engine that was left running. The plane was on a scheduled flight from Honolulu to San Francisco when one of the outboard engines failed. As the pilot turned back to Honolulu a second outboard engine stopped. To add to the difficulties one of the two engines still running had received damage to the propeller control mechanism which prevented the engine from being feathered. Captain Richard Ogg, the pilot, decided that since his aircraft could not reach its destination his only alternative was to make an emergency surfacing on the water. He contacted by wireless the U.S. Coast Guard vessel *Pontchartrain*, engaged on weather observation in the Pacific, and circled in the night above the vessel until the dawn gave him sufficient light to make his successful attempt.



# POLAND DEFIANT

*Warsaw Challenges Moscow and Heads Towards Titoism*

**POLISH LEADERS WHO DEFIED KHRUSHCHEV:** From extreme left are Mr. Cyrankiewicz, the Polish Premier; Mr. Gomulka, the newly-elected First Secretary of the Polish Communist Party; Mr. Zawadzki, Chairman of the Council of State; and Mr. Ochab, former First Secretary. They are being applauded by youth delegates during the sensational meeting of the Central Committee of the Polish Communist Party, which was held last week-end and elected a new National Politburo in defiance of the Kremlin.

**THE NEW POLISH COMMUNIST CHIEF:** Wladyslaw Gomulka, imprisoned seven years ago for "deviation," made a great comeback last week.

When abundant evidence was given of anti-Russian feelings among the Poles in the first of the Poznan riot trials it was clear that Poland was heading for a political crisis. That crisis came in sensational form a week ago and reached its climax last Sunday. The Central Committee of the Polish Communist Party met, and it was known that its deliberations might be strongly influenced by Mr. Gomulka, who was gaoled on Stalin's orders in 1948 and rehabilitated last April. Mr. Gomulka's views are not at all to the taste of the Kremlin. On Friday of last week Mr. Khrushchev and a strong Russian delegation flew suddenly to Warsaw. Within twenty-four hours they had returned home. In the interval Mr. Khrushchev had menaced and abused Mr. Gomulka and his associates. But Mr. Gomulka firmly insisted on Poland's right to independence within the Communist orbit. On Sunday the Polish Communists proceeded to elect a new national Politburo, dropping Soviet Marshal Rokossovsky, the Polish-born Minister of Defence.

**HOPES OF NATIONAL FREEDOM:** A dense crowd packs a street in Warsaw to listen to a broadcast report of the speech made by Mr. Gomulka to the Polish Communist Party Central Committee. He sympathised with the Poznan rioters, demanded "national sovereignty" for Poland and indicated his belief in a form of Polish Communism on the model of Titoism in Yugoslavia. His speech was the climax of momentous events which included the sudden arrival of Mr. Khrushchev in Warsaw and his departure in a rage, and threats of an invasion of Poland by Soviet troops.

*On right—*

**EAGER FOR NEWS:** A long queue forms at a kiosk in Warsaw last Sunday to wait for special editions of the newspapers with the latest news of the stand of their leaders against Moscow.

**CLOG DANCERS AT MWANZA: The thudding clogs of these plumed and feathered tribesmen raise the dust from the sun-baked earth of the open ground where the baraza, or tribal gathering, was held to honour the visit of Princess Margaret. About 1,200 dancers from 29 tribes were present.**

# ENTERTAINMENT FOR A PRINCESS

*Some of the Performers who took part in the Tribal Gatherings Witnessed by Princess Margaret*

The two huge tribal gatherings that were arranged for Princess Margaret during her East African tour at Dar-es-Salaam and Mwanza produced scenes of savage and colourful splendour only rivalled by the Durbar that the Queen saw during her tour of Nigeria. The pattern for these barazas, to which the tribesmen came flocking from tens of miles around, followed the customary procedure, beginning with a long presentation at which local officials and tribal chiefs were introduced to the Princess and loyal addresses were read. This was then followed by the dancing and singing of the tribesmen, at the end of which the tribes dispersed homewards.

**A MODERN MEDUSA: A woman snake-dancer with reptiles swathed round her arms and carrying one in her mouth performs her fantastic ritual dance at the baraza held at Dar-es-Salaam. Other snake dancers from the Wasaba followed her, weaving in rhythm with 18-ft.-long pythons.**

**WAITING FOR THE PRINCESS: A tribesman, dressed in all his finery with his hair thickly plastered with a coating of dried mud, for the arrival of Princess Margaret in Tabora, Tanga**

THE

HOUSEHOLD PETS JOIN IN THE PARADE: A porcupine and a young baboon lead the parade of these tribesmen of the Bungunguli as they stamp past the dais where the Princess sits watching them. This particular tribe interspersed their dancing with a savage chant.

THE MUSIC OF AFRICA: A tribal chieftain, dressed in skins and with his face smeared with ochre paint, blows a huge horn to accompany the strange dances of his tribesmen as they pass the dais in Dar-es-Salaam before the Princess.

HORNS AND TRUMPETS OF EVERY SHAPE AND SIZE: With his feet resting on heavy clogs and an egg as part of his head-dress, a native plays on a long and curiously-shaped horn during the baraza at Mwanza. Most of the music came from gourds and drums.

# THE B.B.C. AND THE MOTOR INDUSTRY

By "THE SPHERE" MOTORING CORRESPONDENT

ON the eve of the Motor Show the B.B.C. did the British motor industry a very bad turn. It could not have "knocked" British cars more effectively had it been paid thousands of pounds to do so by Continental and American manufacturers. I am referring to their "Panorama" programme on TV on October 15. It contained recorded pavement interviews with motorists by the B.B.C.'s Max Robertson.

Anyone who saw that programme could be excused for thinking the B.B.C. had deliberately set out to slam the British motor industry at a time when it would hurt most. Robertson seemed determined, all through the piece, to get people to say all they could that was bad about British cars. Here are a few of his questions, picked at random from a recording of the programme.

"Have you got anything against British cars?"

"Do you think British manufacturers have done all they should, since the war?"

"Would you prefer to have the finished design of a Continental car?"

In these, and a whole string of other questions, the interviewer seemed to be trying all the time to provoke the people he was interviewing to criticise British cars. It may not have been intentional, but it certainly gave that impression.

There might be some excuse if the programme had been televised "live." It was not. It had been filmed and recorded. There had been careful editing. There had, in fact, been ample opportunity for the producer to see how unpleasantly biased the whole thing was.

When you come to read them in cold blood, as it were, the list of faults found with British cars in that much-discussed programme does not add up to anything very serious. One woman complained that a hole appeared in one of the rubber mats in her car after only eight months. Other motorists alleged that their cars let the rain in in wet weather. There was criticism of the way in which a spare wheel was stowed. One critic thought some of the models of one of the Big Five firms look too much alike.

These criticisms do not sound very serious when studied one by one. But in a television programme of that kind they tend to give an overall impression that there's hardly anything good about British cars.

Here is a sample of the "Panorama" question-and-answer formula which illustrates my meaning: Robertson: You are the owner of a Volkswagen. Why?—Answer: I prefer it to a British car.

Q.: Tell me why.—A.: More reliable and more economical.

Q.: As simple as that?—A.: As simple as that.

Q.: Have you never had any trouble with it at all?—A.: No, none at all.

Q.: What about your patriotic instincts?—A.: They should be for a British car but I can't afford to be patriotic.

One feels tempted to ask Max Robertson and the B.B.C. what about *their* patriotic instincts after this deplorable performance. None of us wants to see criticism stifled. It is a healthy thing. I myself have often berated the motor industry and I intend to go on criticising it whenever, in my humble opinion, it makes mistakes. But it will always be constructive, balanced criticism; not the fatuous, niggling, lop-sided sort of stuff we got from the B.B.C. the other night.

After years of splendid production and export achievements since the war the motor industry is up against it. Foreign competition has grown to considerable dimensions as war-ravaged Continental countries have got back into their production stride.

The Government's credit squeeze makes it extremely difficult to sell cars on the home market. Production costs are rising all the time and profit margins are narrowing. Economic difficulties in some of our best export markets—notably Australia and New Zealand—have brought about a drastic reduction in the number of cars we are allowed to send to those countries.

Now, at a time when the industry is staging an exhibition of greatly improved models, our smug, self-satisfied old B.B.C. chooses to give it a stab in the back.

Twelve months ago they might have got away with the petty sniping they indulged in in "Panorama" the other night. To-day, when everybody—including a watchful, critical Press—is patting the motor industry on the back for its new, more enterprising and realistic outlook, the B.B.C.'s attack had a tired, out-of-date look.

I believe the B.B.C. gave the industry a chance of replying to their ill-conceived onslaught. The Society of Motor Manufacturers were invited to send a representative to "Press Conference." I'm told they turned it down. What a pity! They should have put up someone like Sir William Rootes or Dr. Llewellyn Smith to put the whole thing into perspective.

**ALLCARD SAILS FROM PLYMOUTH: The ketch *Sea Wanderer* departs on a voyage round the world, crewed by only one man, Mr. Edward Allcard.**

**LAST-MINUTE FAREWELLS: Mr. Allcard takes leave of his wife and small daughter, before setting out on his long voyage, which may take four years. He has already sailed the Atlantic single-handed on three occasions.**

Mr. Edward Allcard has left Plymouth on yet another solitary voyage. He has already crossed the Atlantic three times in small boats, but now proposes to sail his 10-ton ketch *Sea Wanderer* single-handed around the world. The journey will take about four years. Heading south towards the Antarctic is the Hunting Aerosurveys Graham Land Survey Expedition, which will resume its work of mapping from the air 50,000 square miles of territory in the Falkland Islands Dependencies. The Antarctic "summer" lasts from about the beginning of December to the middle of March. The task of aerial survey is often interrupted and protracted by bad weather, and in the first "summer" it was possible to survey only 1,000 square miles.

# SMALL SHIPS SAIL

*Edward Allcard's "Sea Wanderer" and the Antarctic Ship "Oluf Sven"*

**"OLUF SVEN" RETURNS TO THE ANTARCTIC: Members of the Hunting Aerosurveys Graham Land Expedition gather on the deck of their ship. Third from left in front is Mr. J. H. Saffery, Deputy Leader.**

**EXPEDITION MEMBERS WAVE GOOD-BYE: At the rail of the *Oluf Sven* are, from left to right: Mr. D. Exley, cook; Mr. Peter Mott, leader of the Expedition, and Mr. Robert McWhirter, Marine Radio Officer.** The ship will spend about five months in the Antarctic. The Graham Land Survey Expedition will participate in the Falkland Islands Dependencies Survey. This will be the third winter the expedition has spent in the Antarctic, while surveying 50,000 square miles.

**THE SURVEY SHIP SAILS: The little 900-ton converted freighter *Oluf Sven* leaves Harwich on her way to the Antarctic. Members of the expedition are standing on the specially-constructed flight-deck, built to accommodate the two helicopters attached to the Survey. Their work is to take ground surveyors to inaccessible spots.**

# VARIED SCENES IN CYPRUS

*An Official Visitor; Action Against E.O.K.A.; a Happy Incident*

When Mr. John Hare took over the War Office last week-end he had the advantage of first-hand knowledge of conditions in Cyprus. Earlier this month, when he was still Minister of State at the Colonial Office, he visited Sir John Harding and took the opportunity during his short stay to see all he could of what is happening on the island.

His visit coincided with a series of operations against E.O.K.A. under the name of "Operation Sparrowhawk." One of the most successful actions was carried out by a unit of paratroopers. They came upon a farmhouse in a remote district of the Kyrenia mountains. Their suspicions were aroused by the number of people who seemed to be about the buildings. Several searches produced nothing tangible. Then in a barn a man pulled down a jacket and saw a face peering at him from behind a small square aperture. This was the secret hideout of a terrorist leader and five men of his group. All quickly surrendered.

However, though the accent is inevitably on bloodshed and violence in Cyprus, it must never be forgotten that there is another side to the story. The troops, as is always the case with British soldiers, set about establishing friendly relations whenever possible. That this is being done is evidenced by the happy scene between members of a parachute unit and Cypriot children in one of the pictures on this page.

**THE NEW SECRETARY FOR WAR IN CYPRUS:** Mr. John Hare (standing, second from right) visits a Turkish school near Nicosia during his tour of Cyprus earlier this month. At the time Mr. Hare was Minister of State for Colonial Affairs. At the end of last week he was promoted Secretary for War.

*On right—*

**A SUCCESSFUL OPERATION AGAINST TERRORISTS:** In the wild mountain country of Kyrenia a helicopter flies above an isolated farm on the roof of which a guard is posted while troops make a search of the buildings. In a barn a group of six terrorists was found in a most ingenious secret hideout.

*Below—*

**ON THE WATCH:** Two paratroopers in the foreground and a third on the cliff top in the right background provide cover with arms at the ready while a search patrol of their unit moves along the track in the centre.

**FRIENDLY RELATIONS:** A Cypriot child tries out the radio apparatus of a military vehicle while another looks on with delight. This happy picture is a reminder that whenever it is possible the British troops establish friendly relations with civilians.

AUTOMATIC CONTROLS DOMINATE THE MOTOR SHOW: *On left*—Stirling Moss sits at the controls of the Buick Centurion. This experimental American car incorporates a television camera which relays a picture of the road behind to the screen on the driver's right. *Centre*—The Packard Four Hundred has push-button control of the gears. The driver is pushing the "reverse" button. *Right*—The Standard Super Ten can be fitted with a "Standrive" semi-automatic gear-box, which allows two-pedal control.

A GODDESS FROM FRANCE: The Citroen DS 19 ("Déesse") is making its second appearance at Earls Court. Of revolutionary design, it incorporates several features rarely, if ever, seen on other cars. The most outstanding of these is hydraulic operation of suspension, steering, brakes, gear-change and clutch from a common system. This practice is well known in the aviation world, but not in road vehicles. The front brakes are of disc type.

# EARLS COURT CHALLENGE

*Speed, Elegance and Automatic Gear-boxes are the Keynotes of the Motor Show*

The 1956 Motor Show at Earls Court is notable principally for the manner in which British motor manufacturers have responded to the challenge of a sales recession at home and abroad, combined with unremitting foreign competition. Without making any basic alterations in design principles, they have offered refinements in control, higher performance, and more elegant and luxurious coachwork, all features which in the past have been associated with cars more expensive than those in which they now appear. These improvements are displayed to home and overseas buyers in a most attractive and imaginative setting.

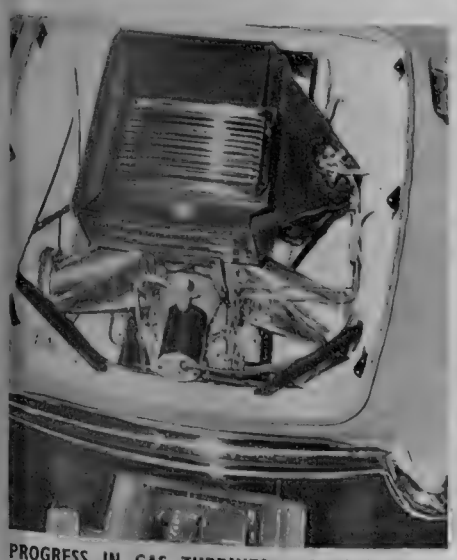
The most prominent feature of the British exhibits is the spread of two-pedal control, by which the adoption of automatic or semi-automatic transmission systems dispenses with the clutch pedal and, in the case of fully automatic control, with the gear lever as well. Previously available only on the more expensive luxury cars, this refinement can now be had on the Austin Princess IV, Austin A50, A105 and A95, Morris Isis and Oxford, Wolseley 15/50 and 6/90, M.G. Magnette, Ford Zephyr and Zodiac, Humber Super Snipe, Daimler Conquest, Century and One-O-Four, Rover 105, Standard Ten, Armstrong Siddeley Sapphire, Jaguar, Rolls-Royce and Bentley. Overdrive is offered on a record number of models. Cars in every price range are offered with increased engine power. The Morris Minor and Austin A30, in their new forms as the Morris 100 and the A35, are fitted with 950-cc. engines and closer-ratio remote-control gear-boxes. The Jaguar Mark VIII and the Sunbeam Rapier both have more powerful engines. The low, clean, classic body lines pioneered by Italian coachbuilders have now been adopted on some of their models by four of the "Big Five"—Ford, Standard, B.M.C. and Rootes. A wider variety of colour schemes than ever before is offered on most models, and more luxurious interior appointments.

THE TRIUMPH EXPOSED: A feature of the Triumph stand at the Motor Show is this TR3 sports car with a transparent plastic body, which enables the spectator to see the "works." This car, like the Citroen DS 19, is now fitted with disc-type front brakes.

A ROOMY BABY: The Multipla is the latest model of the Fiat 600. It has room for six passengers or a quantity of baggage. The tiny 600 is capable of cruising at 60 m.p.h., while at the same time returning 40 m.p.g. It has independent suspension on all four wheels.

THE MAGNETTE ACQUIRES MORE SPEED AND BETTER LOOKS : The saloon model of the M.G. is seen at the Show with a transparent roof and tilted on its side, so that the interior can clearly be seen. For 1957, the Magnette is offered in duotone colours, with an increased compression ratio of 8·3:1 giving 68 b.h.p. The "wrap-around" rear window affords better visibility for the driver. A Manumatic automatic gear-box can be fitted as an extra. This, giving two-pedal control, costs an additional £50.

TWO-PEDAL CONTROL FOR A BIG WOLSELEY: The automatic gear-box available on the Wolseley 6/90 eliminates the clutch pedal.



PROGRESS IN GAS TURBINES : *On left*—The rear-mounted engine of the Rover T3 gas-turbine car is clearly displayed at Earls Court. This experimental vehicle represents an important step forward towards the evolution of a production "jet" touring car. *Above*—Apart from a bulky tail, the plastic-bodied T3 has the appearance of a normal coupé. The engine incorporates a heat-exchanger which offsets the heavy fuel consumption of the gas-turbine. Nearly 15 m.p.g. at 60 m.p.h. is obtainable.

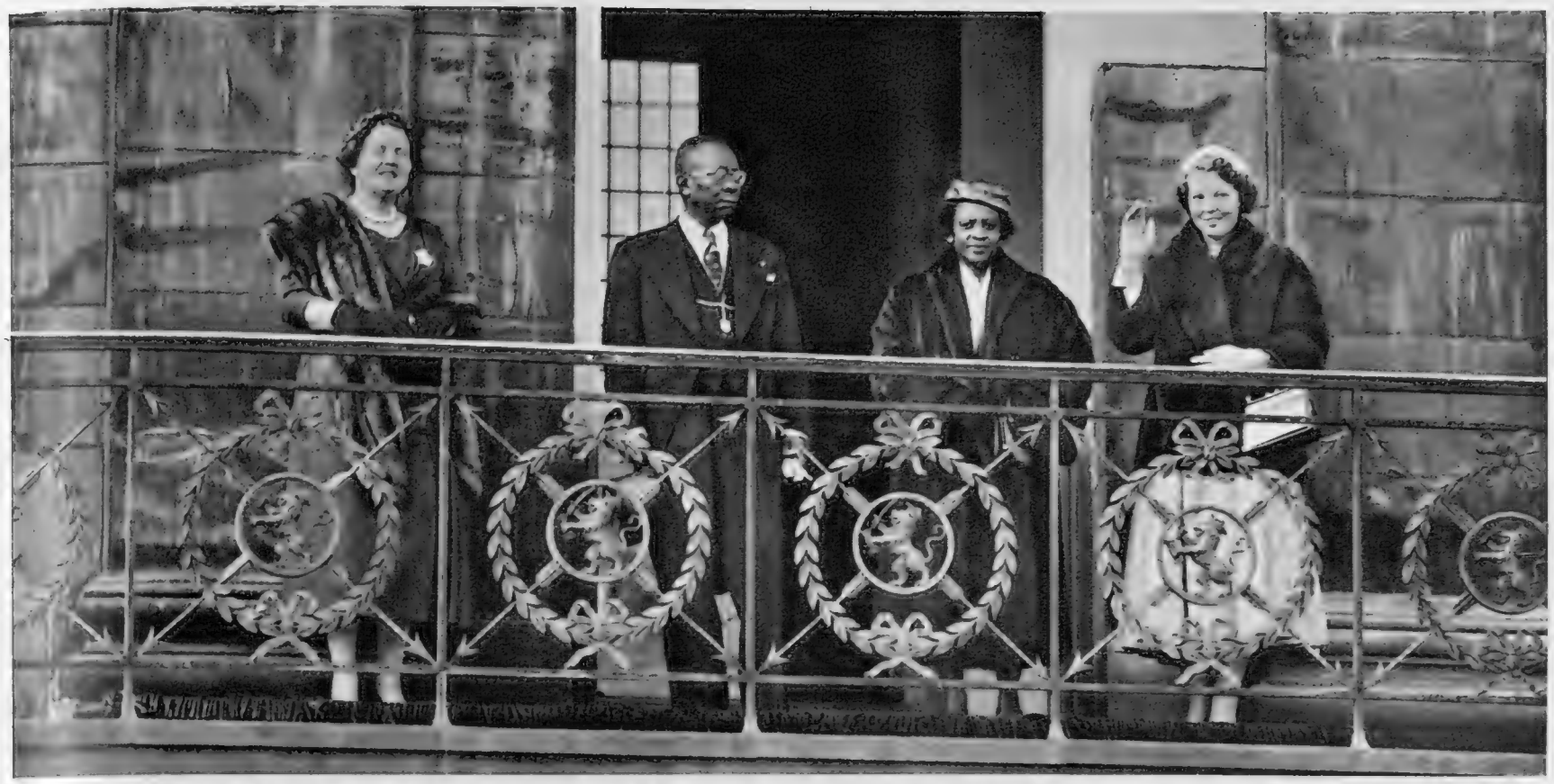
DEFENCE AGAINST ATOMIC ATTACK AT SEA: The U.S. destroyer *Purdy* steams full speed ahead while her exterior surface above the waterline is drenched from a system of pipes which would wash away radioactive "fall-out."

# Hoses Against Atoms

*Tests of a New System to Protect U.S. Warships Against Radioactivity*

It is generally accepted that in nuclear warfare, sailors, unless they are victims of a direct hit, will be better off than those on land. The naval superiority in defence turns on the problem of "fall-out," the lethal radioactive drift which follows an explosion. At sea there are means of rapidly dispersing this drift, and the American Navy is testing a simple method. A system of pipes, not unlike an exaggerated series of garden hoses with sprays, is fitted to a vessel. When the need arises the water is turned on and within a short time the radioactive particles are washed away. The pipes are of a plastic material one fourth the weight of steel. The B. F. Goodrich Company are responsible for this development.

A SIMPLE DEVICE WHICH SHOULD DEFEAT THE LATEST INGENUITY OF NUCLEAR SCIENTISTS: *Left*—Two sailors in oilskins couple the pipes to set the hoses working to wash down the U.S.S. *Purdy* after it has been assumed, for test purposes, the ship has passed through an area affected by atomic attack. *Right*—From the mast, the water-system is seen spraying the destroyer. The pipes, of a light material developed by an American chemical company, are especially resistant to corrosion.



**THE PRESIDENT OF LIBERIA IN AMSTERDAM: From left are Queen Juliana of the Netherlands; Hon. William V. S. Tubman, President of Liberia; Mrs. Tubman and Princess Beatrix of the Netherlands.** They are standing on a balcony of the Dam Palace to acknowledge the welcome from a large crowd to the Liberian President on his arrival in the Netherlands for a four-day visit. Princess Beatrix was deputising for her father, who was on a trip to Tanganyika. Mr. Tubman spent four days in Amsterdam during his official tour of Europe. He had already been in Italy—where he was the guest of the Government, and saw the Pope ; in France, where his host was the President ; and in Hamburg and Bonn, at the invitation of the Federal German President. From the Netherlands, Mr. Tubman was due to go to Switzerland.

# NEWS FROM THE NETHERLANDS

*Queen Juliana Entertains the Liberian President; The New Dutch Cabinet Meets*

**THE NEW DUTCH GOVERNMENT INCLUDES THE FIRST WOMAN MINISTER : *Left*—Miss Klompe, Minister of Social Welfare, the first woman to hold Cabinet office in the Netherlands, sits with (to her right) Mr. Staf, Mr. Mansholt and Mr. Algero, who are among her colleagues. *Right*—Dr. Drees, the Dutch Prime Minister.**

After over four months of political crisis, Dr. William Drees, the veteran Socialist who is known affectionately as " papa " throughout the Netherlands, has formed a new Cabinet. As was the case with the old ministry, it is a coalition of four parties—Labour, Catholic People's, Christian Historical and Anti-Revolutionary. Nine of the thirteen ministers served with the old Government. Among the newcomers is Miss M. A. M. Klompe, of the Catholic People's Party. She has taken the portfolio of Social Welfare and is the first Dutch woman to hold Cabinet office.

*On left—*

**THE PREMIER AND THE NEW DUTCH CABINET: From the left, sitting, are—Dr. J. Zijlstra (Economic Affairs); Miss M. A. M. Klompe (Social Welfare); Mr. G. M. A. H. Luns (Foreign Affairs); Mr. A. A. M. Struycken (Home Department); Dr. W. Drees (Prime Minister); Professor I. Samkalden (Justice); and Mr. G. M. L. T. Cals (Education and Arts). Standing are Mr. H. G. Hofstra (Finance); Mr. H. B. W. J. Witte (Reconstruction and Public Housing); Mr. C. Staf (Defence); Dr. S. L. Mansholt (Agriculture, Food and Fisheries); Mr. G. Algera (Transport and Public Works); Mr. G. Suurhoff (Social Affairs and Public Health) and Dr. J. Middelburg (Secretary to the Cabinet).**

**THEIR FIRST DAY IN CIVILISATION:** The members of the "lost" tribe pose for photographers in front of the army truck which carried them on the last stage of their journey to Ipoh. The tribe consisted of eleven men, twenty-two women and twenty-three children, many of whom had had no previous contact with life outside their jungle. *On right*—Lieutenant J. R. Oldfield (standing right), the leader of the troop of the Parachute Squadron of the Special Air Service Regiment which escorted the tribe, poses with the leader of the aborigines.

# REDEEMED FROM THE JUNGLE

*An Aborigine Tribe is Escorted by Security Troops from the Depths of the Malayan Jungle*

Fifty-six aborigines who have wandered in the depths of the Malayan jungle since the start of the Japanese occupation of the country have been escorted to civilisation by security forces. For many of the tribesmen it was their first contact with the outside world. The need for redeeming them from the primitive existence they were leading in the jungle was made all the more imperative by the fact that the Communist terrorists had achieved domination over them, and were using them as links in the elaborate supply and protection system that they had built up in the jungle.

In the eyes of the security officers responsible for waging the war against the Communists, the tribe had for long been classified as "hostile" and efforts to get into contact with it had been fruitless. The aborigines avoided all contact with the searching forces for fear of Communist reprisals and because of the propaganda that the terrorists had told them about the Federation authorities. At the instigation of the Government, however, twenty-seven friendly aborigines from another tribe which had sought civilisation earlier in the year, were sent out to contact the "lost" ones.

The friendly aborigines were escorted on their mission by the 13th Troop of the Parachute Squadron of the 22nd Special Air Service Regiment under Lieutenant John Oldfield. A week passed while the troops kept a watch for terrorists and the aborigines searched the jungle east of Tanjong Rambuttan, in the Perak-Pahang border area, until they finally came into contact with the leader of the "hostiles." A large part in the success of the mission was played by Ngah bin Uda, aged seventy, the headman of the tribe which had decided to help the Government. Some of his relatives were among the "lost" tribe and it was his persuasion and promise of good treatment that finally convinced the others. The aborigines are to be permanently settled in the Tanjong Rambuttan district.

*On right—*

**AT A GOVERNMENT SETTLEMENT IN IPOH:** Heider Karl, a student of anthropology at Harvard University, speaks with members of the tribe after their arrival in Ipoh. He is making a study of their customs, which have been scarcely marked by the earliest contacts of the tribe with civilisation.

CHINESE RIOT IN KOWLOON: The mainland territory of Hong Kong was recently the scene of savage rioting involving Nationalist and Communist supporters. At this road junction a lorry laden with police arrives to reinforce other police on guard at a barrier, beyond which a mob gathers. Over 400 people were killed or injured, and a great amount of damage caused.

# RIOTS IN KOWLOON

*Hundreds are Killed and Injured in Hong Kong's Mainland Territory*

At least 47 people were killed and 379 injured during three days of severe rioting which ravaged Kowloon, the mainland territory of Hong Kong. The trouble began when Chinese officials of the Hong Kong government began to remove Chinese Nationalist flags which had been pasted on buildings in Kowloon. These had been put up to mark the National Day of the Formosa régime. The official explanation of the riots stated that they were started by members of Chinese secret societies, but it was believed in many quarters that antagonism between Nationalists and Communists was to blame, and that the Nationalists were initially responsible to some extent. Disorders spread rapidly. Shops and factories were looted and burned to the ground, Communist schools set on fire, government offices attacked, and vehicles destroyed. European as well as Chinese establishments were assaulted, and several Europeans were injured. Mrs. Fritz Ernst, wife of a Swiss consular official, was killed when her car was set on fire by rioters. Police used batons and tear gas, but a curfew had to be imposed and troops and armoured vehicles brought in to patrol the streets. The Governor of Hong Kong has rejected allegations from Pekin that the Colony's government had fomented the riots.

THE ARMY GOES INTO ACTION: British troops round up suspected rioters during the disorders. Units of the Green Howards, 7th Hussars and Gurkhas arrived to reinforce police, and a curfew was imposed. Order was restored after three days.

THE GOVERNOR SEES FOR HIMSELF: Sir Alexander Grantham, Governor of Hong Kong (centre), tours the streets with miiltary and police officers. He refuted charges from Pekin that his government instigated the riots.

SUSPECTS ARE CHECKED: Chinese suspected of being involved in the rioting have their fingerprints taken at the Kowloon police headquarters after being brought in for questioning.

RIOTERS ARE ROUNDED UP: With their hands behind their heads, hundreds of suspects squat in front of some of the new flat colonies which have been built by the Hong Kong government to house refugees from Communist China. Nationalists, Communists and secret societies are all thought to have been involved in the riots.

# NAVAL CONTRASTS

*H.M.S. "Conway" Awaits her Doom; and H.M.C.S. "Bonaventure" Begins her Sea Trials*

*Above*—**H.M.S. "CONWAY" AWAITS HER FATE: The wreck of the old wooden-walled training-vessel lies in the mud on the Caernarvonshire side of the Menai Straits where she ran aground over three years ago.** In the background above the trees can be seen part of one of the concrete towers supporting the suspension bridge. A Cardiff firm of shipbreakers has recently begun preparations for breaking up the ship, which lies at the foot of a thickly-wooded slope falling down to the water's edge. A clearing has been made on a level piece of ground at the top of the hill and equipment, including diesel generators and winches embedded in concrete, is being installed. The work will take over two years.

*Below*—**H.M.C.S. "BONAVENTURE" LEAVES FOR SEA TRIALS: The 18,000-ton aircraft-carrier of the Royal Canadian Navy is towed out of her Belfast berth by harbour tugs as she leaves for her preliminary sea trials. Built by Messrs. Harland and Wolff, the *Bonaventure's* departure on this final stage of preparation before commissioning was delayed by more than a month because of the industrial unrest which has been crippling many of Britain's shipyards.** Originally named H.M.S. *Powerful*, the vessel was launched in February 1945 for the Royal Navy, but the hull lay for many years uncompleted after the war. In July 1952 she was purchased by the Canadian Government.

LO[illegible] DOWN ON THE COUNTY TOWN OF ESSEX: In this view of Chelmsford by Aerofilms, the camera looks across the centre of the cathedral town towards the [illegible]rounding countryside. Since the war several new housing estates have been developed on the outskirts of the town. Now, with the extension of the electrified [illegible]in service from Liverpool Street, London appears to be growing nearer, with the possibility of suburbia engulfing the town. But Chelmsford is a vigorous [illegible]nty town, and the planning authorities are hoping to establish a protective green belt between Shenfield and Chelmsford to stave off London's encroachment.

# CHELMSFORD THREATENED

*With the Introduction of Electric Trains the County Town of Essex Faces a Challenge to Stave off the Encroachment of Suburbia*

By JOHN MAY

T[illegible]VELLERS by train between Liverpool Street, [illegible]ndon, and Chelmsford, Essex, discovered one mor[illegible]g last June that the local station was bedecked with [illegible]ags. The decorations celebrated the centenary of the [illegible]ilding of the present Chelmsford Station in 1856 and—more important—the inauguration of the new electrified service between Chelmsford and London. Both were occasions for local congratulation.

But one possible repercussion appeared by no means so pleasant as the celebration luncheon at the County Hotel, the railway exhibition at the Central Library, and the extra dozen trains a day to and from Chelmsford. London was growing ever nearer. Would the electrification result in suburbia engulfing the ancient county town of Essex?

Chelmsford possesses a particularly lively newspaper, the *Essex Chronicle*, edited with zest and flair by R. J. Thompson, once editor of the London *Evening Standard*. Three years ago this local newspaper predicted that in the wake of the electric trains would come sprawling London suburbs, "the bowler-hat brigade with their brief cases and rolled umbrellas," and perhaps even barrow boys and spivs. In June, citing the evidence of hundreds of urgent enquiries from London received by Chelmsford house agents, the newspaper reported: "The Invasion is On!"

Apart from what appears in its newspapers, Chelmsford is peculiarly reticent about itself. There is no official history of the town, although one is being worked on at the Essex Record Office. No author has written a standard work about Chelmsford; a shilling booklet about *Historic Essex* (issued in Chelmsford by the County Council) makes no mention of the town; and even the local guide-book is at present out of print (a new one is now being prepared).

Chelmsford has, nevertheless, much of which to be proud. Excavations by the Roman Essex Society have shown that the Moulsham district was once occupied by the Roman town of Cæsaromagus, a settlement covering thirty acres. As Chelmersfort, the town attained medieval importance by its midway position on the journey from London to Colchester. It became the seat of the assizes in 1189. More recently, after the county had been transferred first from the diocese of London to the see of Rochester, and then to St. Albans, the county town of Essex became in 1914 the seat of the first Bishop of Chelmsford.

Illumination of a more secular kind had been spread in 1890, when Chelmsford became one of the first towns in Britain to adopt electric street lighting. And the whole world heard from Chelmsford when, in 1920, it sent forth into the virgin ether the first-ever wireless telephony public broadcasts, the most memorable of the broadcasters being Dame Nellie Melba.

Such fame apart, the environs of Chelmsford are an inviting district in which to live. Less than twenty miles from the coast, the town is three-quarters of an hour

(*Continued on following page*)

AN ELECTRIC TRAIN ARRIVES FROM LIVERPOOL STREET: The new service, powered by the overhead-wire system, was inaugurated by British Railways in June. Until then the electric trains from London had terminated at Shenfield.

**ONE OF CHELMSFORD'S BIG INDUSTRIES : A view of part of the works of Marconi's Wireless Telegraph Co. Ltd., which was established at Chelmsford in 1898.**

*On left—*

**THE GROWTH OF CHELMSFORD : The new housing estates are indicated on this sketch-map which has been specially drawn by Leslie S. Haywood.** At least two of the estates were begun before the war. The principal factory sites marked on the map are (1) Hoffman Manufacturing Co. Ltd. and Marconi Wireless Telegraph Co. Ltd.; (2) The English Electric Valve Co. Ltd.; (3) Crompton Parkinson Ltd.; (4) S. P. D. Ltd., and British Vitamin Products Ltd. The sites for two possible new ring roads and the town's possible new cattle market are also marked.

# CHELMSFORD THREATENED

(*Continued from previous page*)

from London by rail, with fifty to sixty trains a day. To take only one of the four villages immediately surrounding Chelmsford, few places so near to London can be so charmingly picturesque as Writtle, with ancient houses and a thirteenth-century church built around a triangular village green, where a crystal-clear pond mirrors the cascading green of weeping willows.

Such tranquil beauty indubitably invites invasion. But Chelmsford is not particularly sentimental about the old or picturesque. Built upon the conjunctions of three rivers—the Wid, the Can and the Chelmer—the town first gained importance by providing bridges over them. A stone bridge over the Can, joining Chelmsford with the then neighbouring village of Moulsham, was built in 1372 by Henry de Yevele, architect of the nave of Westminster Abbey, and the bridge which replaced it in 1787 is now scheduled as an ancient monument.

But nearby, on the corner of Friars Place, stood some old half-timbered and gabled houses dating from 1320. The buildings were used after the Dissolution by the grammar school, which was established in 1551. Alas for history, the site is now occupied by a parade of shops!

Chelmsford is, in fact, much less concerned with preserving past glories than it is in pursuing its present business—which falls into three main categories.

Situated in the middle of one of the most important agricultural counties of Britain, it is, first, the market town for farmers from many miles around. The cattle market, opened in 1879, resounds on Fridays to the soprano bleating of sheep, the tenor mooing of calves, the bass grunting of large boars and sows—and the murderous squealing of unharmed piglets. Drovers flap their arms and rattle the iron bars of the pens with their sticks. Oblivious of the pervading farmyard-smell, poker-faced farmers stand impassively round an auctioneer who yells into his microphone like the latest crooner. Much agriculture business is being done.

Secondly, as the county town, Chelmsford is the centre of county administration, involving several thousands of officials. The County Hall, built in 1935 at the cost of £100,000, is the headquarters of Essex County Council. The Shire Hall, built in 1791 to look out upon the centre street intersection of the town centre (where the water conduit once stood), contains the court, with a great ball-room upstairs. County business to-day, with the Essex population running into millions, is big business indeed.

But worldwide influence can be claimed for Chelmsford's third main activity—its industries. There are extensive maltings and corn mills in the town, of course. But 90 per cent. of Chelmsford's industrial workers are engaged in engineering, their three principal employers being Crompton's, Hoffman's and Marconi's.

These three concerns, and others almost as important, have been long established in Chelmsford. Crompton Parkinson Ltd., electrical engineers, were started there in 1878 by Colonel R. E. B. Crompton, who pioneered much in electric lighting, traction, and domestic electrification and lit Chelmsford's streets.

Hoffman's, manufacturers of ball and roller bearings and the largest single employer of labour in Chelmsford, was established there in 1898, in the same year as Marconi's Wireless Telegraph Company—responsible for Melba's famous broadcast. The Marconi College was the world's first school of radio engineering, and to-day the activities of the large Marconi research organisation is marked by numerous steel wireless masts in and around the town.

A fourth Chelmsford pioneer was Thomas Clarkson, who took over Colonel Crompton's old premises in 1901. Clarkson produced a steam-car which carried 26 gallons of water, 24 of paraffin to be burnt under pressure, and eight passengers. Its success inspired him to produce a chassis for an omnibus body. (*Concluded on page*

**THE WORKS OF CROMPTON PARKINSON LIMITED : They stand near the site of the small shop where Colonel Crompton founded the business in 1878. It was through Crompton that Chelmsford was one of the first towns to use electric street lighting. The firm is one of the principal employers of Chelmsford's industrial workers.**

IN THE CENTRE OF THE TOWN: The Shire Hall was built in 1791 to the design of John Johnson. The ground floor is used for the assizes, and the great ball-room on the first floor is used for meetings and receptions. It is the meeting-place of the Chelmsford Diocesan Conference.

THE HEADQUARTERS OF ESSEX COUNTY COUNCIL: The County Hall at Chelmsford was built in 1935 at a cost of over £100,000.

THE CATHEDRAL CHURCH OF ST. MARY THE VIRGIN, ST. PETER AND ST. CEDD: Originally the parish church, it was raised to its present status in 1914. Although additions have since been made, there are plans for further enlargement at a later date. Recently, approval was given for the area immediately to the north of the Cathedral to be designated as Cathedral Precinct.

*On right—*

THE WORLD'S FIRST SCHOOL OF RADIO ENGINEERING: A student's Study Group is seen at work on bench experiments at the Marconi College.

THE CORPORATION'S NEWLY REORGANISED WATERWORKS: They are at Sandford Mill. With the development of the new housing estates, the waterworks, like the other public utilities which serve the town, are faced with increased work and pressure.

ONE OF THE TOWN'S TIMBER YARDS: A diesel timber barge is seen moored alongside the wharf at Messrs. Brown and Sons' timber yard on the Chelmer-Blackwater Canal. Another timber merchant in business in Chelmsford is L. P. Foreman and Son.

# CHELMSFORD THREATENED

(*Concluded from page 158*)

Operating in Torquay, the concern which bought this first bus made such profits that Clarkson began his own services locally—the beginnings of what is now the Eastern National Omnibus Company, which covers the whole of Essex from its Chelmsford headquarters, and of other far-flung " National " bus companies.

A number of lesser but important Chelmsford firms include agricultural engineers, manufacturers of grinding machines, mineral-water and fruit-juice bottlers, optical instrument-makers, a timber mill (Foreman's) that specialises in cricket-bat willow, and another timber merchant (Brown's) with Diesel barges plying up and down the Chelmer and Blackwater Canal.

A considerable labour force is required to man these varied industries. Daily between 7.30 and 9 a.m., buses bringing workers from the surrounding districts arrive in Chelmsford at the rate of nearly one a minute. Eight trains arrive at the railway station before nine o'clock, bringing more. Cars stream in from every direction, packing the streets and car-parks.

With the arrival of the new working day, Chelmsford's population leaps high above the residential one. Including babies, schoolchildren, invalids, retired persons and other non-workers, 40,420 people live inside the borough boundaries. If, say, half of these are workers, the figure implies a daily influx of roughly 20,000 to make up the 38,000 to 41,000 whose Chelmsford employment is on record with the Ministry of Labour.

The borough population is expected to increase to 48,000 in the next five years. In the same period the population of the town map area—including Broomfield to the north, Galleywood to the south, Great Baddow to the east and Writtle to the west—is estimated to rise to 67,000.

At present, workers come into Chelsmford from Braintree, Maldon, Southend and even farther afield. Many would like to live nearer, and there is a resulting housing problem in Chelmsford. Pre-war the council built 1,500 houses and has built another 3,500 since. Inside the borough boundary there is now little room to squeeze in more houses.

But the Moulsham Lodge Estate, to the south-east, is the beginning of 1,500 more houses to be speculatively built, ranging upwards in price from £1,725. Another 600 at £1,750—£4,000 (with 200 new council houses nearby) are being built at Springfield, to the north-east, and Writtle is to have forty more. Houses are being completed at the rate of three or four a week.

Finding a house in Chelmsford is, nevertheless, difficult even for the man on the spot. A young Civil Servant, recently posted there from another county, learned that the Council could not promise him a house in less than four years. Inviting though Chelmsford is, it has no vacuum waiting to be filled by invasion from London.

Nor is the town in the sleepy state that invites use as a dormitory. It has parks, playing-fields, golf, hunting, and all the usual sporting and cultural activities of a county town—plus many plans for improvement.

There is a move to relocate the cattle market a little farther outside the immediate centre of the town. There are two major road schemes to " ring " the town centre and reduce traffic congestion. There are plans to enlarge the cathedral precincts when the cathedral itself is enlarged.

The planning authorities hope to establish a protective Green Belt Area —modern equivalent of city walls—between Shenfield and Chelmsford to stave off London's encroachment. Whether this bulwark materialises or not, Chelmsford is a vigorous county town, with a well-established life and its own strong individuality. Not very vocal, it is as level-headed as an Essex countryman, and a tough proposition for any of the " bowler-hat and brief-case brigade " who may think to colonise it.

**POST-WAR COUNCIL DWELLINGS ON THE WESTLANDS ESTATE:** This estate is situated just off the main road which leads to the village of Writtle. Since the war Chelmsford Council has built 3,500 houses on several different estates throughout the town. Pre-war, the Council built 1,500 houses.

*On left—*

**AN EXAMPLE OF PRIVATE ENTERPRISE: Hillside Grove, with houses of various designs, forms part of the Moulsham Lodge Estate at the south-east end of the town. This estate is for 1,500 houses. Another area for the erection of privately-built houses is the Springfield Place Estate. These two estates are still in course of development.**

*On left—*

**MORE VARIATIONS ON THE MOULSHAM LODGE ESTATE: As well as houses, there is a number of bungalows on this estate.**

*On right—*

**THE TRIANGULAR VILLAGE GREEN OF WRITTLE: Looking across the pond towards some of the older houses in the village, which is only two miles west of Chelmsford.**

# TENSION ON ISRAEL'S FRONTIERS

*Fierce Battles Flare Up in Jordan as an Israeli Brigade Group Attacks a Police Station*

**THE PRIME MINISTER OF ISRAEL SPEAKS IN THE KNESSET:** Wearing an open-necked shirt, Mr. David Ben-Gurion addresses the Knesset in Jerusalem. He opened his ninety-minute speech with a tribute to the Israeli soldiers killed in the recent attacks on Jordan. The seventy-year-old Prime Minister went on to say: "**We shall continue to demand from the United States Government defensive arms in the air, on land and at sea to deter the enemy.**" On the same day a Cabinet statement announced that Israel had learned with anxiety and astonishment of the Foreign Office warning that Great Britain would be forced to take action against Israel under the terms of the Anglo-Jordanian Treaty if Israel tried to oppose by force the entry of military forces from Iraq into Jordan. The statement went on to say that any such move on the part of the Iraqi army would completely destroy the *status quo* in the region. It also rejected a move to reimpose the 1947 partition settlement on Israel.

**THE MEDIATOR OF THE UNITED NATIONS:** Maj.-Gen. E. L. M. Burns (on left), head of the United Nations Mixed Armistice Commission, meets the Israeli Premier and his Foreign Minister, Mrs. Meir.

**THE ATTACK ON QALQILIEH POLICE STATION:** Israeli troops armed with automatics search the Jordan police station after they had carried it by storm. The station was later blown up.

**JORDANIAN REINFORCEMENTS THAT NEVER ARRIVED:** Two burnt-out lorries of the Arab Legion mark the spot at Nebi Elias where Jordanian reinforcements were ambushed in the scrub-covered foothills.

**PLANTING THE BOMB-FUSES AT QALQILIEH:** An Israeli non-commissioned officer with a timing device for detonators under his arm points out suitable places for the explosives as his men prepare to blow up the Jordanian police station. The soldier on the left carries a bundle of fuse wire. *On right*—A group of Arabs clamber over the rubble of the police station after the Israeli raiders had left with the dawn.

# THE "BEST BRAINS" IN BRITAIN

*What are the Standards by Which Intellectual Ability is Judged by the Public?*

By JOHN GORE

A WEEKLY review recently invited its readers to list "the five best brains in Britain," and about 400 of the readers boldly entered the competition. I did not see the issue of the review in which the problem was set and I do not know if any definition of those little grey cells was given. For my part I see a great difference between the brain of a specialist or cold mathematician and that of an elder statesman of the first rank with a vast experience in many fields, but perhaps deficient in scholarship. Indeed, it seems to me as difficult to "seed" the brains of two such obviously outstanding personalities as, say, Lord Russell and Sir Winston in the same category as it is to seed *Moby Dick* or *Wuthering Heights* in the same category as *Pride and Prejudice* or *Great Expectations*.

But that is what the competitors found no difficulty in doing, and in the final placing Sir Winston came out first with 365 votes, Russell next with 307 and Gilbert Murray third with 147. T. S. Eliot and Julian Huxley, many lengths behind, made up "the big five," and the rest of the enormous field were left at the post.

Before analysing the professions which supply the country's "best brains," it is interesting to observe the ages of the first three, who so easily led the field. All are octogenarians, as are Lord Samuel and George Trevelyan, who were in the running with respectable backing. That fact rather makes a nonsense of the cry of "Too old at forty" and suggests that in public opinion brains are to be judged, like classic novels, with the "hundred-year-old yardstick" or at least resemble certain wines and spirits in gaining full ripeness with age.

On the other hand, the Poet Laureate, also an octogenarian, who a quarter century ago in a similar competition was well up among the leaders, on this occasion was not even in the field. For this I am sorry, for I admire his prose and his poetry also, and I can only assume that the harsh duty of writing poems suitable for Royal occasions has either vitiated his brain-power or public admiration for it.

**Brainy Professions.**—Apart from Churchill and Samuel, politicians fared very poorly in the competition; Gaitskell, Shawcross and Bevan received a few votes each. Churchmen did no better. The Primate and Ronnie Knox led their forlorn hope with a handful. As for authors, apart from C. S. Lewis, they were lucky if they could find a single backer, and some of them must have found it humiliating to see themselves in the "one author-one vote" class with some of their fellows. In this class were lumped together Agatha Christie and E. M. Forster, Somerset Maugham and Beverley Nichols, Christopher Fry and G. D. H. Cole.

Certainly the setters used a small-meshed net to draw in their fishes, for somehow Bertrand Russell and Agatha Christie are strange "bed-fellows" in the same brains trust. As for Fleet Street it came out worst of all. Three votes were thrown contemptuously to the whole fraternity of the Street of Ink which daily, nightly, weekly and monthly, since the time of Defoe, have put us in the picture and ponderously or pontifically told us what we should think and how we should act in this question or that crisis. I think I can understand the reason for the rejection of journalists and even the most sober publicists from this brains trust ranking. They are found out rather quicker than politicians. The latter class have usually a few months, or even years, before their policies and pronouncements are ripe to set the fool's cap on their heads. The most sober leader-writer writes for a day and may well be unmasked in to-morrow's issue.

**Maugham on Politicians and Authors.**—As regards politicians, a pregnant paragraph from Somerset Maugham's *Cakes and Ale* may be cited as a footnote to their lack of support from competitors:

> A man who is a politician at forty is a statesman at three score and ten. It is at this age, when he would be too old to be a clerk or a gardener or a police-court magistrate, that he is ripe to govern a country. This is not so strange when you reflect that from earliest times the old have rubbed it into the young that they are wiser than they, and before the young had discovered what nonsense this was, they too were old and it profited them to carry on the imposture; and, besides, no one can have moved in the society of politicians without discovering that (if one may judge by results) it requires little mental ability to rule a nation.

This is a hard saying.

Perhaps Sir Winston gained his plumper on literary merit chiefly. Maugham has a word on that, too:

> But why writers should be more esteemed the older they grow, has long perplexed me.

He rejects the view that younger authors no longer fear them as rivals when their best work is done, and therefore no longer stint praise, and he accepts the view that people after the age of thirty read nothing at all and so the favourites of their youth remain lit with glamour and shed glory on the writers. Longevity, in Maugham's view, is genius.

**MR. SOMERSET MAUGHAM IN LONDON: This recent picture of the eighty-two-year-old author was taken at his London hotel during his annual autumn holiday in Britain. Mr. Maugham had just opened an Exhibition of paintings and drawings by authors whose work—like his own—is published by the firm of Messrs. Heinemann.**

But genius is only a little more difficult to define than brain. And (without taking a big stick to castigate the recreational butterfly of a review competition) the setter must at least supply a working definition of the quality to be sought in the competitors chosen for the prize.

**A Penny for a Definition.**—And if brain-power is by no means an essential of genius, neither is it necessarily an essential in a great statesman, a great author or poet, a great artist or musician, or even a great advocate.

A great physicist, a great judge, a great philosopher, a great teacher, perhaps, may need it in a high degree. Common sense, good health, tact, worldly wisdom, these qualities are probably excellent substitutes for brain-power in the statesman, and other elusive qualities are more essential than brain-power in the world of art and literature. Do we perhaps wrongly confuse brains with worldly success? I am inclined to think so, and if so, we put the cart before the horse and reveal our ignorance of which came first, the egg or the hen. For so firmly do I believe that in modern stress, good health and worldly adroitness lead more surely to success than qualities of the brain, that I am convinced we concede brains to the successful, *post facto*, rather than promise success to the brainy.

For my part, I think I have regarded "brain" as a matter of interest and valuation only by young men as concerns their young contemporaries at school and university. We were too apt to confound "brains" with scholarship and scholarships and prizes. I know I did so and, looking back, I am surprised to find that those of my young contemporaries whom I judged most brainy have achieved least in worldly success, and on that basis have thrown their talents away. Some of them, it is true, were never put to the proof. They were among the lost generation whose brains were to save England after World War I, and their dazzling lists of prizes and scholarships remain the only indication that they would have done so. For the most part they became legends, and legends still they remain after Sir Lawrence Jones' sympathetic and critical appraisal of them in his *Edwardian Youth*. Among them there was one only to whom I then attributed outstanding brain-power, whose confessed aim was to achieve material success for himself as a first stage and who would undoubtedly have done so. Whether he would later have used his gifts for the benefit of his country, who can say?

Be that as it may, since middle age I have come to the conclusion that "brains" are useful to a man (in launching him up the first rungs of the ladder) only to the end of his scholastic career, and I have laid aside the yardstick of brains and invariably attributed worldly success achieved in a majority of the fields of endeavour to other causes, among which mental toughness, good health (which often makes longevity possible) and a shrewd worldly sense are among the chief.

When "Archie writes that all our generals at the front are fools," the fact that a chinless Lieutenant Archie is inset suggests that Archie certainly exaggerates; but not hopelessly. Many a field-marshal has sent our boys to the slaughter and won himself great glory and honours without outstanding brain-power. Horse sense (in more senses than one) hoisted him up the ladder, and what Maugham said of statesmen is as true of marshals in many another field. "It requires little mental ability," he says, "to govern a country" or to rise to the very top; but it does require outstanding qualities of some sort.

It all turns, then, on an exact definition of brain-power, and that definition awaits a definitive definition of what brain-power can and should achieve.

**Appearance is no Guide.**—Some great men to whom it is attributed are in appearance anything but brainy. They look like cherubs, or aged private schoolboys, or country squires or old women. The only acknowledged first-class brain, whose appearance seems exactly to fit the bill, is Bertrand Russell, No. 2 in the review seeding. With no disrespect to that great philosopher and his signal achievements, I confess that my own picture of a really first-class brain is of a bald-headed man with outsize spectacles, a high forehead and domed head about to sacrifice somebody's pet dog in the cause of science. And far be it for me to say that he is making a poor use of his talents.

Sherlock and Mycroft Holmes and Professor Moriarty all possessed by general consent brain-power of the first order. How would you rank them among a "Big five in fiction competition"? Mycroft probably had the most perfect set of grey cells, but he was by nature too lazy to apply them to practical politics. The professor employed his to the full but in the service of Satan. Sherlock, I should judge, ranked third in the order of sheer brain-power, but, marrying his brains to energy and practical sense and employing them to unmask and outwit evil-doers, he would probably be ranked No. 1 among these three giants. Which suggests that to be brainy is not enough. The seeds or cells must bring forth good fruit abundantly.

Very good; but that does not justify a competitor in a competition to list the best brains burking the whole question by judging merely by results of that worldly sort which is summed up as *personal success*. To do the competitors justice, they seem to have appreciated that point. We are left posed with the eternal questions: which came first, the hen or the egg? The brains or the success, whether personal or altruistic? The answer, if ever found, will tell us the true value of experience in teaching our senators wisdom, and may even solve the rhetorical question of whether pigs have wings (or only prize pigs).

**THE NEW DAER VALLEY WATER SCHEME IN THE LOWTHER HILLS OF LANARKSHIRE: A view looking across the reservoir and dam of the new water scheme which was inaugurated by the Queen last week.** The project, which has been completed in eight years at a cost of nearly £6,000,000, has been designed to supply water to large areas of Lanarkshire to meet the growing demands of industry and new housing. When full, the reservoir across Daer Water, a tributary of the Clyde, will have a water area of about 500 acres. The actual length of the embankment of the dam is 2,600 ft.; its height is 135 ft. At the inaugural ceremony the Queen described the project as "a work of skill and imagination, which should provide ample water for all needs for many years to come."

# Scotland's New Reservoir

*During her Scottish Tour The Queen Inaugurated the Daer Valley Water Scheme in Lanarkshire*

**CHANNEL FOR WASTE WATER: It curves to the valley below. The need for the new scheme became apparent after the war, when housing and industrial developments began to strain the existing water supply.**

**THE ROYAL INAUGURATION: Watching the Queen as she presses a switch to set the filters into operation is Sir John Mann, chairman of the Daer Water Board. The Queen also unveiled a plaque to mark her inauguration of the project.**

*On right—*

**A ROYAL VISIT TO DRUMLANRIG CASTLE:** The Queen and other guests sit with the Duke and Duchess of Buccleuch and Queensberry during a luncheon party. Sitting with the Queen in the front row are, from left, the Duchess of Buccleuch and Queensberry; Colonel J. G. Crabbe, Lord Lieutenant of Dumfriesshire; the Duke of Buccleuch and Queensberry; and Lady Constance Cairns. In the back row, from left, are: Mr. D. Dawnay; Mr. James Stuart, M.P., Secretary of State for Scotland; Mr. Gauld; Mrs. Crabbe; Mrs. Macpherson; Mrs. Abel Smith; Sir Michael Adeane; Lord Plunket; Miss MacEchern; Mrs. Daly; and Mr. Niall Macpherson, M.P.

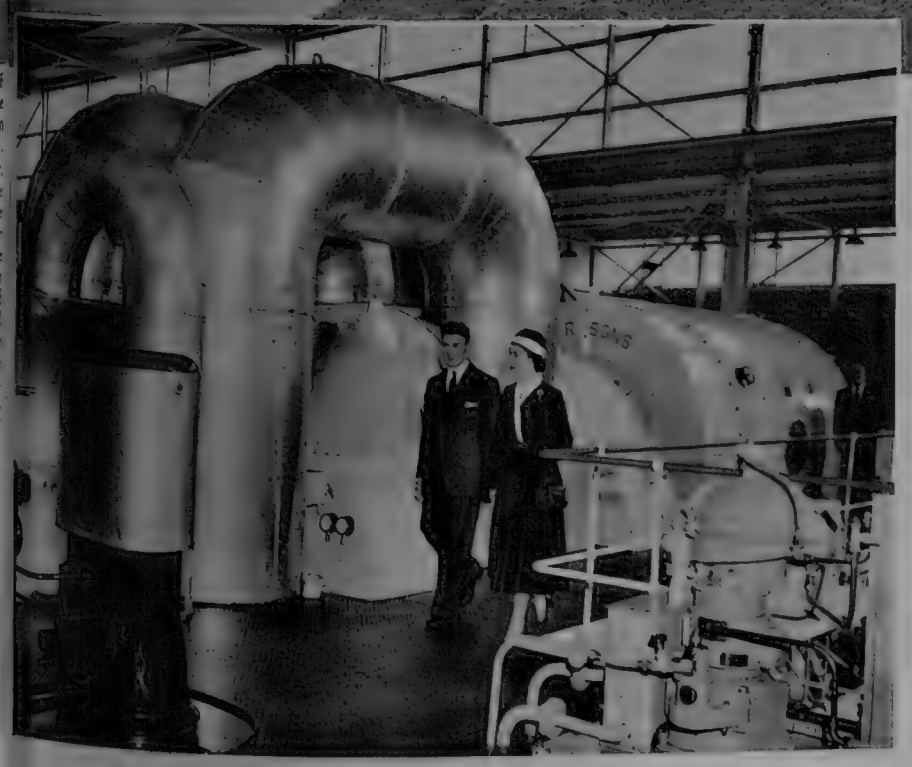
**THE OPENING OF BRITAIN'S FIRST ATOMIC POWER STATION : With the Queen seated beside him, Mr. R. A. Butler, Lord Privy Seal, speaks at the opening of the nuclear power station at Calder Hall, Cumberland. Mr. Butler was present in the absence of Lord Salisbury, the Minister responsible for atomic energy. He said that by 1975 the total output of electricity from atomic power stations in this country would be much greater than that of all power stations at present in existence.**

**THE INAUGURAL ADDRESS : Towering over the dais in the background is one of the massive reactors. On left and right rise two of the four heat-exchangers at each corner of the reactor. In her speech, the Queen emphasised the historic nature of the occasion. "This new power . . . is harnessed for the first time for the common good of our community."**

**"WE ARE PRESENT AT THE MAKING OF HISTORY": As the Queen speaks from the dais, the power station is ready to begin operation as soon as she closes the switch.** In the left centre background is No. 2 reactor, one of the two completed reactors, and in the right background is a third reactor in course of construction. In the middle distance, on the right, is one of the pylons which have begun to carry nuclear-generated electric power through the National Grid. The building and civil engineering contractors at Calder Hall are Taylor Woodrow of London. The Queen explained that, to her, the real significance of the ceremony lay in the fact that "we have something new to offer to the peoples of the underdeveloped and less fortunate areas of the world."

# CALDER HALL IS OPENED

*The Queen Inaugurates Britain's First Nuclear Power Station at Calder Hall, in Cumberland*



THE QUEEN TOURS CALDER HALL: Her Majesty is introduced to members of the staff by Mr. H. G. Davey, Works General Manager (centre). *On left*—The Queen is escorted round the turbine hall. Behind is part of a steam turbo-alternator.

# Boats for Loch Lomond

*A Family Build and Repair Boats at Balloch, for Sailing on Loch Lomond*

Loch Lomond is becoming increasingly popular with week-end yachtsmen. During the season more than 1,000 pleasure craft are used by the week-end sailors as they cruise up and down the largest of the Scottish lochs. In the winter the boats are taken out of the water and laid up on the banks and many of them undergo repairs. The only boat-building yard on Loch Lomond is owned by sixty-two-year-old Mr. William Keir and his two sons, Robert and William, who, until 1949, worked in a big shipyard at Dumbarton. They started their own business with little capital behind them, but within a short time orders for new boats and repairs came in and they were kept busy throughout the year. Soon their hand-saw had to be replaced by an electric band-saw, and now, they are planning to install more machinery. With the years behind them Mr. Keir feels even more confident that he took the right step in 1949. "We work harder than we ever worked in the shipyards," he says, "but we get more pleasure out of life. We like building boats and handling boats." The Keir's work goes on throughout the week, but they are determined to keep it a family concern as long as they can possibly manage it. The three men do all the work. With the coming of winter and the laying up of boats, they are busy with repairs and painting jobs.

**WINTER COMES TO LOCH LOMOND: With the arrival of the colder weather the Loch assumes a sombre appearance and the yachts and cabin cruisers seek the shelter of the yards. During the season there are now more than 1,000 pleasure craft in use on Loch Lomond—the greatest number ever.**

*On left—*

**A FAMILY BUSINESS: Mr. William Keir and his two sons, Robert and William, are seen building a 17-ft. boat by hand at their boat-building yard at Balloch, on Loch Lomond. Before establishing their own business in 1949 they worked in a big shipyard in Dumbarton.**

**AT WORK IN THE YARD: The Keir family even built the bogie which they are using to wheel the boat from the water. *On right*—The boats are laid up for the winter. Some of the craft used by week-end sailors on Loch Lomond are drawn up on the banks of the Leven where the river enters the Loch.**

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*The World of Books*—By VERNON FANE

# A Book about Books

*Publishing and Selling ; a Circus Dynasty ; Life in the Parsonage ; "Heinrich Heine" ; a Historical Curiosity ; Novels Set in France and India ; Some New Thrillers*

THERE can hardly be a more appropriate start for a book page than a volume that is all about books—from the moment they are nearing publication to the time when they are seen on everyone's table, their titles on everyone's lips. That, at least, is the dream of the good publisher, of the good bookseller and of every author. Mr. Sydney Hyde, who has written SALES ON A SHOESTRING (Deutsch. 18s.), has been both the first and second, and is now, demonstrably, one of the third. He writes cogently and simply to explain to the layman what goes on, or what should go on, in the business of causing people to buy books.

Beginning with the publisher and his problems, such as the amount to spend on publicity and advertising and ending with a survey of publicity campaigns, Mr. Hyde leads us through the whole highly technical procedure and makes it perfectly clear, and thoroughly interesting. To hear—or read—a real expert talking "shop" is always fascinating. Here we have one who has successful experience to draw on in every chapter and the gift of communicating his enthusiastic interest as well.

THE SANGER STORY (Hodder and Stoughton. 16s.) naturally belongs to the world of circuses, but it has a wider appeal than the classic one of the "Big Top." This biography of "Lord" George Sanger and his grandson, by John Lukens, is as much the story of a family—almost a dynasty—as it is an account of circus life. There are wonderful anecdotes in these pages, as one might expect in any account of such picturesque, volatile, yet hard-working folk whose lives were physically lacking in comfort to an extraordinary degree, and who yet had an enormous zest for life. It is more than forty years since "Lord" George was murdered, but his name remains as the great showman who started the family tradition.

The life that Mr. Anthony Brode describes in the next book could scarcely make more of a contrast. The light-hearted sketches in his PICTURE OF A COUNTRY VICARAGE (Elek. 15s.) show an existence that was at least intended to be calm and that became odd and hilarious by a series of human accidents. *Punch* readers know Mr. Brode as a writer both graceful and witty, and this book about his clergyman father and his exploits in the ten years just before the last war will confirm their opinion. It should also bring him a host of new readers who, like myself, welcome a genuinely funny book.

Mr. Alden Hatch's book cannot really be put into the same category. It is a biography of a remarkable woman, it is full of dates, events and upward steps, and it tells us one important thing about the author: he thinks Mrs. Luce is wonderful. That, of course, is often a biographer's mood, or why would he have chosen a particular subject? In Mr. Hatch's case it means that CLARE BOOTHE LUCE: Ambassador Extraordinary (Heinemann. 21s.) gives the reader only one side of this glittering, many-faceted figure. The book is very, very readable, though.

From a beautiful diplomat down to a near-beautiful spy. INQUEST ON MATA HARI (Robert Hale. 16s.) is by Mr. Bernard Newman, who is something of an expert on spies in fact and fiction. He takes the view that when the legend of Mata Hari, dancer, courtesan and spy, has been examined, there remains a woman who was indeed all these things, though not to a spectacular degree, and who may have been the victim of misjustice in her French court martial.

**A GREAT HABSBURG :** The reproduction of a Titian portrait forms the jacket for *The Emperor Charles the Fifth*, by Royall Tyler (Allen and Unwin. 32s.). The author deals with the politics and personality of the ruler of the vast European and New World Holy Roman Empire of the sixteenth century. An illustrated section contains 38 excellent plates.

The following two biographies take us back still further into the past. Professor E. M. Butler's HEINRICH HEINE (Hogarth Press. 21s.) is in many ways a model of what such a study should be: admirably informed, sympathetic yet analytical and, throughout its length, continuously absorbing. Heine's wit, his despair, his great talents, his miserable illness, his equally miserable loves and the great volume of his work: all these are shown in their right balance.

SON OF TALLEYRAND (Collins. 18s.) is Françoise de Bernardy's biography of a man who was something of an historical curiosity. At least it would be difficult to find more than two or three men who have ever had such great and such complex connections acknowledged through illegitimacy. Charles de Flahaut, then, had Talleyrand as father and a distant relation of Madame de Pompadour's as mother. He served on Napoleon's staff and his Royal conquests included the Queen of Holland, who had a son by him. This son, the Duke of Morny, was recognised by Napoleon III as a half-brother, and his daughter married one of the ancestors of the Lansdowne family. De Flahaut himself appears to have been less distinguished in his public than his private life.

One of the most distinguished of this week's novels is Miss Storm Jameson's THE INTRUDER (Macmillan. 13s. 6d.), a story set in a rugged, sun-parched hill village of Provence and concerned with man's inhumanity to man. Miss Jameson, through the soft brilliance of her writing, has presented us with types of good and evil whose intelligence is their only common denominator. For some reason she has drawn all those on the side of the angels as either weak or silly, and their more sinister fellows as having undeniable attractions. It is an odd book, but an outstanding one.

LES BELLES AMOURS (Collins. 10s. 6d.) has urbanity, sly humour and a faint fragrance of *patchouli* rather than *potpourri*. It is by that elegant French personage, Louise de Vilmorin, and it has been translated very well indeed by Francis Wyndham. The slight story, which has a little of the dreamy quality of a fable, though it concerns some extremely worldly people, is about a beautiful young widow who is engaged to a rich young man only to elope on the eve of her wedding with his family's best friend. Years later she has an affair with this former love. Frivolous but never silly, and entertaining from beginning to end.

Mr. Geoffrey Cotterell's novel, THE STRANGE ENCHANTMENT (Eyre and Spottiswoode. 18s.), has less subtlety in its treatment than these two essentially feminine novels, but it has the compensating quality of being the story of a group of people observed in the round, and as credible as the characters of a piece of fiction have any right to be. The period is from 1898 to 1936, the setting London, an English port and Berlin. The whole book leaves us with a feeling of mildly intellectual satisfaction.

Next are two stories of India, told from widely divergent points of view. SHADOW OF THE MONSOON (Cassell. 16s.) has the background of the Himalayan foothills and is set in the present time. Mr. William Manchester has written a lively novel of situation rather than character.

REMEMBER THE HOUSE (Gollancz. 13s. 6d.) is by Miss Santha Rama Rau, and is a witty, revealing and tender picture of a family in Bombay and South India, also in our own days. The author has gifts for gentle satire and of bringing her scenes to life. Hers is a name to remember.

Three new detective stories are funny and clever and not at all thrilling, except in the sense that good work is always exciting. TWELVE HORSES AND THE HANGMAN'S NOOSE (Michael Joseph. 12s. 6d.) is by Miss Gladys Mitchell, which is practically a case of "nuff said." But, for those readers who haven't read the books of this exceptional writer, I will say that Mrs. (now Dame) Bradley is unquestionably the best of fictional detectives (female) and I am beginning to think that she really exists. Certainly, if she doesn't, she should.

INSPECTOR QUEEN'S CASE (Gollancz. 12s. 6d.) is by Mr. Ellery Queen, and in it he relates the happy circumstances of a summer spent by the old man, lately retired, without the help and counsel of his bright son. Amusing, and beautifully constructed.

CANDLES OF THE NIGHT (Cassell. 11s. 6d.) is one of those novels that rely a little too much on conversation to be as tense as this kind of thing demands. But apart from that quibble, Mr. Antony Carr has come up with a sound plot and a reasonable, yet surprising solution.

### HEALTH, ART AND HUMOUR

"*Good Housekeeping's*" ENCYCLOPEDIA OF FAMILY HEALTH (National Magazine Co. 45s.) *has over* 430 *pages and is described as "a modern illustrated home doctor."*

*The new addition to the "Connoisseur Period Guides" is* LATE GEORGIAN 1760-1810, *edited by Ralph Edwards and L. G. G. Ramsey* (The Connoisseur. 42s.)

THE ART OF THE NETSUKE CARVER, *by Frederick Meinertzhagen* (Routledge and Kegan Paul. 45s.), *deals with the carvers of Japan.*

"*A Collection of the World's Funniest Cartoons*" *is the subtitle for* CARTOON TREASURY (Collins. 25s.)

# Durrell's Circus

*Family Life in Corfu*

It was the White Queen in *Alice Through the Looking-Glass* who said, "Why, sometimes I've believed as many as six impossible things before breakfast." Gerald Durrell perhaps asks slightly less than this in his joyous narrative of family life on the island of Corfu when he was aged ten. But the element of slapstick and comic opera keeps intruding on what the author claims was originally intended to be a mildly nostalgic account of the natural history of the island. MY FAMILY AND OTHER ANIMALS (Rupert Hart-Davis. 16s.) is a delightful book compressing five years of incident, observation and pleasant living into 250 pages. Mr. Durrell pays a tribute to his wife, whom he declares pleased him vastly by laughing uproariously as she read through the manuscript, only at length to inform him that it was his spelling that amused her. It is hard to say whether first place goes to the animals or to the family, and quite irresistible are the stories of Mr. Kralefsky, a neighbour with the gift of presenting himself in a whole series of brave, romantic situations. It was the author's special delight each morning to impart to Mr. Kralefsky the germ of a romantic situation and to see by the end of the day what sort of story he had created from it to delight his friends. Kralefsky certainly provided his share of hilarity in this cheerful, carefree community that was always humming with activity, never for an instant bored, and had all the aspect of a travelling circus. *My Family and Other Animals* is a Book Society choice—and little wonder.

Richard Pape has a quality of toughness about him that cannot fail to arouse admiration and which in the white-heat of war brought him to safety after the most soul-searing and physically devastating experiences. Pape survived to tell the tale in a memorable best-seller, *Boldness Be My Friend*, a book that revealed his abounding courage, his audacity and his dynamism. Now in these calmer days there is apparently no Pape of Peace, audacity is still his watchword, adventures don't just come ; they must needs be sought out. In CAPE COLD TO CAPE HOT (Odhams. 18s.) Richard Pape describes his epic journey in 1955 when, in a British touring car, he drove from Latitude 71 degrees north, 600 miles beyond the Arctic Circle, across two-thirds of the world's surface to the southern tip of Africa. This fantastic journey, which was a feat of great skill and endurance and a boost for British cars, has provided the material for a racy travelogue.

Malta in the summer of 1942 was an island wide open to air attack, defended only by a few Spitfires and a few anti-aircraft guns. Denis Barnham, a young and not very experienced Flight Lieutenant, spent ten hectic weeks amid the chaos of Luqa Airfield. In ONE MAN'S WINDOW (William Kimber. 18s.) he not only tells the story of all that passed in that desperate defence but, with his own drawings made at the time, vividly conjures up the scene. The portraits, too, of colleagues in that grim battle reflect the strain of those unforgettable days.

Coinciding with the 1956 Motor Show, Cecil Clutton, Cyril Posthumus and Denis Jenkinson have combined to produce an admirable symposium on THE RACING CAR (Batsford. 25s.), showing its development and design through the years. Mr. Clutton, the president of the Vintage Sports Car Club, and his collaborators trace the genealogy of the Grand Prix car from the 1895 Panhard to the Mercedes Benz, the Maserati and the Bugatti of to-day. There are some most workmanlike drawings by George Oliver.

Yet another book on climbing, this time called ON CLIMBING (Museum Press. 30s.). The flow seems unending, but anything from the pen of Charles Evans, that distinguished mountaineer who helped in the conquest of Everest, is surely welcome. Here is a skilful blend of recollection and practical advice for both the novice and the experienced climber. Some first-rate photographs and drawings assist the text.

ASK THE FELLOWS WHO CUT THE HAY (Faber and Faber. 25s.) is the racy title George Ewart Evans has given his delightful book on Suffolk farm life. In his village in that county Mr. Evans found the pattern of a much older village still vividly remembered but quickly being overlaid by the flood of modern change. This is a piece of literary excavation work in the realm of village culture going back almost to Chaucerian days which is most beautifully done.

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*Winter Sports Section—I.*

# PLANNING YOUR WINTER SPORTS HOLIDAY

*A Special "Sphere" Section Dealing with the European Resorts and Offering Suggestions as Regards Travel Arrangements*

By GORDON COOPER

**LEAVING FOR THE SKI SLOPES AT HOCHSÖLDEN, IN AUSTRIA: A party of skiers begins the long climb to the top of the runs. The finely-situated village of Hochsölden, lying on the slopes of the Ötztal, the longest lateral valley of the Inn, has been a favourite winter sports centre and summer resort for many years.**

I FEEL I must start off with a note of regret that only some 30,000 Britons are likely to be going abroad this coming season for a winter sports holiday. For I think this total should be far greater. Probably the most common excuse for not tasting the joys of the snows is that modern vice, "lack of time." Let me suggest, however, that while the summer can very easily be got through without a holiday, when evenings bring tennis and week-ends hold such delights as boating, golf and short trips to the seaside, it is in the winter, when foggy days, rain and early darkness conspire to make the daily round doubly irksome, that a fortnight in sunshine amidst the glories of snow-clad pines and the champagne-like air of the mountains acts as a very efficient bringer of happiness. Often it proves such a wonderful tonic that upon returning even work and the worries of to-day may be looked upon with almost a kindly eye.

Nor need you necessarily be an active participant in ter sports, although it is never too late to start at most fascinating physical activity, which can do you orld of good. You will also find that just to laze he sunshine, to look out on magnificent scenery, to k in the air, to watch the sports, to enjoy the social vities, and to stay in a comfortable, well-warmed l provides a most satisfying kind of holiday. I would , too, that you are far more likely to get warm winter hine this way than in most Mediterranean resorts, h do not always resemble their publicity posters.

*Where to Go.*—A rough estimate of the distribution he 30,000 Britons taking a winter sports holiday s that Switzerland is by far the most popular try, taking about 60 per cent. of the total. Austria s second with about 20 per cent.; and Norway is . The remaining European countries, such as ce, Germany and Italy, are in the "also rans."

here is no reason, of course, why you should confine y own winter sports holiday to the most popular c tries, or even to their more fashionable resorts. T fact that many Britons prefer the club-like social sphere provided by being in a party of their own c patriots need not deter you from being a lone e pist. Personally, I find it delightful to mingle with p le of other countries, and early this year, when I nt some days in the Walsertal, I did not encounter a ngle fellow-countryman. For this reason I am m ing mention of some less-well-known resorts which m t appeal to some readers.

Worth noting, too, are the twelve-day tours by sp ially heated Pullman motor co hes arranged by Cook's. The iti rary is through France to the delightful Swiss winter sports centres of St. Cergue and Lauterbrunnen, in each of which three nights are spent. There you can see ski-ing and skating, ride on a chair-lift high in the Alps, and enjoy all the gaiety of winter sports without actually taking part.

*When to Go.*—While Christmas and the New Year, and around Easter are the High Season periods, you will probably get better sport between these dates. In some years, too, the snow conditions at Christmas are disappointing. Between mid-January and the middle or end of February there is in many resorts a kind of Low Season, when hotels reduce their prices. Should you consider going to a Scandinavian country, I recommend the months of February, March and April, for earlier the hours of daylight are restricted, especially in the far north

*How to Go.*—Generally speaking, a winter sports holiday is best arranged through a reliable travel agent who specialises in this line. From years of experience, they know the ropes and by reason of their organisations can provide better results, and at less cost, than if you tried to arrange things on your own. Get hold of their winter sports brochures and study them, taking particular note of what their inclusive charges embrace. This is quite an important matter when comparing costs, especially in the matter of such extras as baths, afternoon teas, after-meal coffees, various taxes, gratuities, etc.

Several firms offer initiation parties for beginners, and continuation parties for second-year skiers. There are children's ski-ing parties, too, for boys and girls of school age who are well looked after in the absence of their parents. Adults can, however, often accompany them. There are also some firms which specialise in thrift holidays for adolescents. Then there are house parties which offer a friendly party atmosphere and congenial company. Worth noting, incidentally, are the "Bed and Breakfast" arrangements which give keen skiers complete freedom of movement. Some of these, too, cost less than the ordinary return rail fare.

**THE CORVIGLIA SKI CLUB AT ST. MORITZ: This little chalet lying at 8,347 ft. is built on the eastern spur of the Piz Nair. St. Moritz has always been a favourite resort among British visitors. Like most of the larger Swiss ski-ing centres, its facilities are well developed.**

Competition in transportation has brought about many important improvements. Many travel agents now offer air charter holidays which not only give you more time at a resort, but the cost of which is often below that of individual land travel. You can usually leave London after an early breakfast and be ski-ing the same afternoon. Then, for those who prefer to travel overland, there are *couchettes* and snowsports sleepers which help to make a long train journey much more comfortable.

*Costs.*—Economy is a significant feature of this season's winter sports arrangements. Special attention is being given to attracting new enthusiasts and catering particularly for young people. The cheapest country is probably Norway, where a fourteen-day inclusive holiday, with hostel accommodation, can cost as little as £22. It must be borne in mind, however, that this only covers transportation between Newcastle and Norway, so that if you live farther away you must add on the cost of getting to this north-country port.

In Switzerland, Austria, France and Germany, all-in prices, with hotel accommodation, range from £25 upwards for a fourteen-day holiday; and around £40 for Italy. Some firms quote for seven-day holidays at lesser rates, but this cannot be recommended unless you are going purely as a spectator. In addition, the extras will include ski-ing tuition, season tickets for ski-lifts, and hire of equipment. Certain travel agents operate a Credit Holiday Plan.

*Physical Preparation.*—To enjoy a winter sports holiday to the full, you must be physically fit. Dry ski-ing classes taken before you leave home are the answer. Your travel agent can tell you where these are being held. It is also advisable to take out a winter sports insurance cover.

*Ski-Training Expedition.*—The Central Council of Physical Recreation, in co-operation with the Ski Club of Great Britain, is once again organising a ski-training expedition. Two bases will be used this season—Geilo in Norway, and Champery in Switzerland. Membership is open to women (18-35 years old) and men (18-40 years old). Further information can be obtained from the agents, World Sport and Travel Service.

ONE OF THE HIGHEST WINTER RESORTS IN SWITZERLAND: Arosa (5,740-6,070 ft.) lies at the head of the Plessur Valley on the sides of a sheltered upland basin. It is, together with St. Moritz, Wengen, Zermatt and Davos, one of the five most popular ski-ing centres in Switzerland. The facilities include every form of winter sports from ski-ing to curling.

ZÜRS, ONE OF AUSTRIA'S FOREMOST RESORTS: Th... a height of 5,643 ft. has become one of th... winter sports centres. The fine snow slope...

*Winter Sports Section—II.*

# RESORTS IN SWITZERLAND, AUSTRIA AND NORWAY

**SWITZERLAND.**—The best-known and the most popular Swiss resorts with British visitors are St. Moritz, Wengen, Zermatt, Arosa and Davos. There is hardly need for me to say anything about these famous centres, which provide all kinds of sporting and social activities. In addition to ski-ing and tobogganing, there are in all these places facilities for skating, curling, ice hockey, and sometimes horse-riding. The hotels rank among the best in the country. For those not taking part in active sports, my choice would be Arosa, for it is sheltered from the wind and is noted for its sunshine. Wengen, too, situated at the foot of the Jungfrau group, in the midst of wonderful mountain scenery, has for generations been extremely popular with British visitors.

This year several travel agents are featuring the village of Leysin, in the Valais, as a promising ski-ing resort. It lies on the southern slopes over 4,500 feet above Lac Léman. It is reached in half an hour by cog railway from Aigle, which is on the main international railway line to the Simplon. Thus, it is easily reached from London. While I have not been there in winter, I do remember the breathtaking view—a magnificent panorama over the Dents du Midi, the Diablerets and the Mont Blanc range. Its only defect, for some people, is that it may be too British.

Two mountain resorts in Switzerland which make special appeal to me are Flims, within easy reach of Coire, and Engelberg, a 20-mile motor-coach run from Lucerne. Both are situated amidst glorious scenery. The former is a complete resort in itself, consisting of four hotels, all under the same ownership, situated in a large park, and partly connected by covered walks. One of these buildings has been turned into an ultra-modern "Hotel Garni" (room and breakfast hotel) with restaurant. The new aerial cableway Alp Naraus-Cassonsgrat, which overcomes a difference in altitude of 2,600 ft. to untouched slopes ideal for spring ski-ing in the Piz Sardona, Piz Segnes and Piz Vorab areas, has come into operation. In combination with the Alp Narhaus chairlift, a record "flying" time of only half an hour will be required to get into the magic world of high Alpine ski-ing from where ski runs up to ten miles long lead down back to the front door of your hotel.

Engelberg is a little old-fashioned and reasonably quiet, but as it is within fairly easy reach of Lucerne, with all its range of entertainments, this is hardly a defect. Here you get one of the heaviest and most reliable snowfalls in Switzerland, and there is country around to suit all tastes, from the most terrifying crags and glaciers down to gentle slopes quite suitable for the beginner.

One of the thrills of the district is the *téléférique* up to Trübsee, a wonderful spot 6,000 ft. high. There is also the Engelberg-Brunni cable railway (5,400 ft.), which gives access to many new and attractive runs, being very favourably situated to catch the maximum sunshine.

For the adventurous who like to get off the beaten track, even though they may be novices, I suggest that Silvretta Ski Tours on Alp Trida sound enticing. Lying in the heart of the Silvretta range and close to the Austrian frontier, World Sport and Travel Service offers a fourteen-day stay in the Ski Haus Alp Trida for £45 (inclusive). There are daily organised ski tours, while longer tours, such as the crossing of the Silvretta range from Alp Trida to Klosters, are also possible. The price charged includes daily ski instruction and the use of guides on tour.

*Note.*—It is advisable when going to Switzerland to buy a Swiss Holiday Ticket before leaving home, which entitles you to reduced fares on many railways, funiculars and post-buses. Also remember to take a couple of spare passport photographs, if you intend purchasing a season ticket for ski-lifts, funiculars, etc. Some season tickets (*abonnements*) are for personal use only, and a photograph has to be supplied for affixing to the card.

**AUSTRIA.**—It is never easy to assess the reasons why one country should be more favoured by Britons than another. In the case of Austria, however, I would say that the environment and the people play an important part in its appeal, which, as far as winter sports are concerned, make its popularity second to that of Switzerland. It is true that it also ranks among the so-called "cheap" countries, but with prices trimmed, as they are to-day, almost everywhere, I do not think this is a decisive factor. The fact is that many skiers return each year to this delectable land just because they are absolutely satisfied with what they get. This, indeed, is the best advertisement of all.

I doubt whether any major winter sports centre in Europe has more magical charm than Kitzbühel. It has the greatest number of ski-lifts, hoists and cable railways in Austria, and is, in fact, a paradise for fast *piste* and downhill running. There are also plenty of nursery slopes, a big skating rink which is floodlit at night, and a first-class ski-school with classes of all standards. There is always plenty to do there with tea dances, fancy dress balls, Tyrolean evenings, moonlight sledge drives, and many sporting events such as ski races, ski jumping, skating competitions, curling and tobogganing. In fact, for anyone wanting a gay, exciting holiday, I can think of no better spot.

Elsewhere in Austria, Lech and Ober-Lech, St. Anton and Zürs rank among the foremost resorts, but there are also many remote little Alpine villages which have been transformed into gay social centres and attract winter holiday-makers from all over the world. It would be invidious to differentiate between these various spots, and my own advice on how best to come to a decision on where to go would be to consult one or other of the three firms which specialise in Austrian snow sports: Erna Low, Ramblers' Association Services, and F. and W. Ingham. The last-named firm offers the widest range of resorts

FINSE, IN WESTERN NORWAY: This winter sports station is situated amid wild mountains on the Finsevand, opposite the great snowfields of the Hardanger Jokul. The district is Arctic in character and vegetation has almost ceased to exist.

little Alpine village nestling on the slopes at most popular of Austria's many delightful above the village are well served by ski-lifts.

ZERMATT AND THE MATTERHORN : The sharply-silhouetted rock pyramid of the Matterhorn rises above the Swiss winter sports centre. The village vies with Chamonix, Grindelwald and Pontresina in the grandeur of its mountain and glacier scenery. It is now one of Switzerland's most popular and frequented resorts and offers every winter sport facility in delightful surroundings.

and as U.K. representatives of the Austrian Alpine Club, offer opportunities for glacier ski-ing and touring. The parties are restricted to groups of five to eight members, who must all have had previous ski-ing experience, and participants must be prepared to take things as they come. Accommodation is in chalets and mountain huts, the minimum all-in cost is about £40 for fifteen days, and air charter transportation is available at a small extra cost.

Ingham's are also representatives in the United Kingdom for the Innsbruck University International Winter Courses (under thirties). One series of courses are held at Mayrhofen between mid-December and mid-January, a second series at Obergurgl from April 14 to May 5. The programme includes language classes, discussion groups and talks on various topical subjects. There is also two weeks' professional ski-instruction or touring, in classes according to individual standards. The inclusive cost is from 26 gns.

**NORWAY.**—Although I have never had the slightest desire to climb Everest or to go to the South Pole, I do have a longing to make a dog-sleigh tour in Norway. Alas, my age and lack of necessary ski-ing experience must prevent this dream coming true. But there may well be some more active readers, or their sons, who would like to know that such a holiday is possible. Organised by World Sport and Travel Service, this novel form of winter sports takes place among the magnificent Hallingskarv mountain range, in Central Norway, and also through Nordmarka, the beautiful hill and forest country north of Oslo. Complete dog-sleigh teams (five huskies and sleigh), a driver and experienced guide accompany the groups to and from the various mountain chalets scattered in these areas, all of which are within an easy day's reach of each other. To be right out of this world, day after day, in a vast ski terrain, with easy climbs and lots of good downhill runs, strikes me as being the most exhilarating way of change from the humdrum routine and uneventfulness of our normal life. The all-in cost for a fifteen-day holiday (eleven nights in Norway) is £40 for the Hallingskarv district; while a fourteen-day holiday (nine nights in Norway) in Nordmarka runs to £31.

There is a wide range, however, of more conventional winter sports holidays in Norway. Both the Bergen and the Fred Olsen Lines, in conjunction with travel agents, offer some amazing travel bargains. Inexpensive ski-ing parties for young people, using youth hostels or mountain chalets for accommodation, cost from £22 (fourteen days' holiday, eleven to nine nights in Norway). I would point out, too, that extras can be kept down to a minimum sum in this country; the hire of ski and sticks costs only £1 for nine days, boots 12s., ski instruction 2s. per hour, and ski-lifts from 6d. to 2s. per trip, with considerable reductions for ten- and twenty-trip cards.

There are, of course, many resorts offering modern hotel comfort. Some of the best terrain lies on or near the famous scenic railway which runs from Bergen across the mountains to Oslo, and is therefore easily accessible from Britain. With a slightly longer sea trip to Oslo, the lovely Gudbrandsdal, a valley running north from Lillehammer (a noted winter sports resort), is quickly reached by train.

Favourite winter sports centres in Western Norway are Geilo, Vatnahalsen, Ustaoset and Finse ; while in the Gudbrandsdal there are good hotels at Fefor, Gola and Gausdal, as well as in Lillehammer and its neighbourhood. I am glad to report, too, that the former rather irritating liquor restrictions have now been lifted in certain cases, and you can drink spirits in the larger mountain resort hotels.

Should the idea of travelling by sea to Norway in winter deter you, then the journey could be made by air. Unfortunately, the direct service to Bergen has been discontinued for the present, but it is linked with the airports of Oslo and Stavanger. The latter is the quickest route, but the weekly services are rather restricted in number. It is also the cheapest way of reaching Bergen by air, the return fare being £37. Worth noting is the popular winter sports centre at Sinnes, which is close to Stavanger, has a magnificent terrain, and a comfortable hostel. There are, of course, daily flights to Oslo.

Finally, in this brief survey of Norwegian winter sports centres, I would like to draw attention to the district of Telemark, south-west of Oslo. This is the true cradle of ski-ing, as it was here that farmers first developed a competitive and more advanced form of ski-ing, and even to-day Telemark produces some great skiers worthy of the old tradition. The district, with its forest, lakes and unspoilt villages, is idyllic, and I can give a strong recommendation to the Morgedal Hotel, where the surrounding terrain is suitable for every grade of skier. By sea, a fourteen-day holiday there (nine nights in Norway) costs £33, while by air (fourteen nights in Norway), the inclusive charge is £56.

ON THE SLOPES ABOVE KITZBÜHEL : A sleigh passes along a ridge on the slopes above the Austrian resort in the Eastern Alps. The charm of the village has made it a favourite among visitors and the ski-ing slopes attract both experts and beginners.

*Winter Sports Section—III.*

# FRANCE AND GERMANY

**FRANCE.**—From London the journey by air to Geneva takes a couple of hours and, on arrival, there are special motor-coach services which bring you rapidly to the leading winter sports centres in Savoy. This department is certainly the most conveniently placed for British visitors, while it also contains many of the best ski-ing resorts in France, including Chamonix, La Clusaz, Megève, Morzine, and Val d'Isère.

An important thing, too, is that the resorts in Savoy have combined to provide a high standard of accommodation at attractive prices. Thus a fortnight's holiday in a good-class hotel need not cost you more than £40, including transportation there and back from London. At more modest establishments, especially outside the High Season, this estimate need not exceed £30.

France does not get anything like the number of British winter sports visitors which she merits, for this country is, I consider, the finest of all in Europe for ski-ing. I have two main reasons for making this claim. First, there is more sunshine in winter there than elsewhere. Secondly, the social temperature is more informal. Perhaps I should also add that there is a unified system of teaching, so that you can begin your lessons this year in one place, and start again next year in another, hundreds of miles away, at exactly the point you left off, with nothing to alter or unlearn. The French method is certainly the graceful one; many advantages are claimed for it, including that of reducing considerably the chance of accidents.

There is yet another quite important factor I would wish to mention. The French have a very proper appreciation of the hunger that winter sports engender; in all the hundreds of hotels, from the simplest to the most luxurious, the meals are a constant source of pleasure, appealing to the palate and satisfying to the appetite—meals perfected by the wines of France, even though they be only local ones unknown outside the region.

Worth noting, too, is the fact that you can before leaving home buy from your bank French francs, to a maximum of £25, at a much better rate than you get for travellers' cheques in France. The rate varies, but it is usually well over 1,100 frs. to the £. This makes quite a considerable difference to one's budget for extras. And it is the cost of the pleasant frills to a holiday which seems to me to matter quite a lot. Anyhow, with this advice, I think you will find that a French winter sports holiday need hardly frighten you, and it can be as rewarding as any in Europe.

**GERMANY.**—Earlier this year I visited all the winter sports resorts in Southern Bavaria, and never encountered a single Briton. There must have been a few there, of course, probably in Garmish-Partenkirchen and in Oberstdorf. Although the former is the foremost winter sports resort—an International Winter Sports Week will be held there from January 26 to February 3, 1957—yet I would prefer to give a first choice to the Walsertal, previously referred to. It is a Shangri-la valley, not far from Oberstdorf, which is actually Austrian territory, but can only be reached from Germany. Here everything is superb: the scenery, the ski-ing conditions, the sunny climate. The three main centres, almost forming one continuous village, are Riezlern, Hirschegg and Mittelberg; the Hotel Ifen (Hirschegg) and the Alpenkurhotel (Mittelberg) can be recommended.

Next in order of preference is Garmisch-Partenkirchen; then, in third place, Oberammergau. I like, too, the Spitzingsee, Berchtesgaden and Wallberg (Rottach), but I had better stop, for I could go on adding further names: the delightfully named village of Reit im Winkel, for instance, which is a fairy-book resort. There are also good ski-ing facilities in the Black Forest and Harz areas, but the main appeal for British visitors lies in the Bavarian Alps.

**VAL D'ISERE, IN THE HAUTE SAVOIE: This resort, one of the most-frequented in the French Alps, offers excellent winter sports facilities, with fine ski-ing slopes, and a large number of amusements and entertainments for the evenings. This picture is reproduced by courtesy of the Syndicat d'Initiative, Val d'Isère.**

*On left—*

**THE SITE OF THE 1936 WINTER OLYMPICS: This little street in Garmisch-Partenkirchen is typical of those of the charming resort in Bavaria. In the background is Germany's highest mountain, the Zugspitze (9,718 ft.).**

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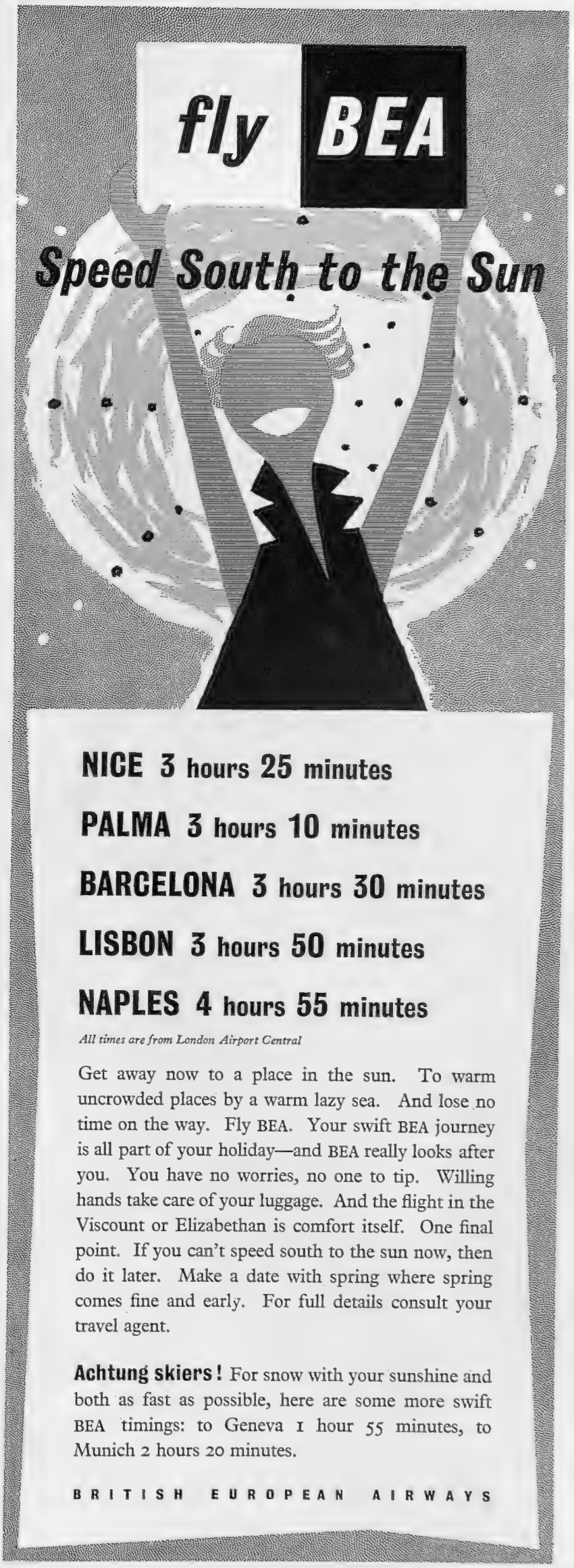


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THE SCENE OF THE LAST WINTER OLYMPICS : The little mountain village of Cortina d'Ampezzo nestles in its valley among the Dolomites. It occupies a favoured position in a sunny upland basin at the junction of the Bigontina and Boite Valleys. Most of the facilities have been immensely improved following the Winter Olympic meeting at Cortina in February.

On right—
A FINNISH SNOWSCAPE : Ski-tracks wander in and out of the snow-swathed trees on this plateau at the top of Mt. Ruokatti, in the north of Finland. The fine quality of the Finnish ski-ing grounds and the high standards they demand in skill and technique attract the finest of the world's skiers and ski-jumpers. It is even possible to ski 200 miles north of the Arctic Circle, at the Kilpisjarvi resort.

*Winter Sports Section—IV.*

# FURTHER EUROPEAN RESORTS

**ITALY.**—I said that I thought Kitzbuhel, in Austria, excelled in magical charm. I would now claim that Cortina d'Ampezzo is the most beautiful winter sports resort in Europe. Its matchless loveliness of landscape, its sunny climate, its excellent snow and ski-ing conditions, and its wide range of hotels should satisfy the most discriminating visitor. Skating, curling, ski-ing and slalom runs, with plenty of evening entertainments, make this resort in the heart of the magnificent Dolomites an enchanting place for spectators as well as participants.

Two other leading winter sports resorts in Italy are Sestriere and Cervinia-Breuil. The former, with its curious circular hotels, is conveniently situated among the Turin Alps. The ski-ing facilities are so well arranged that at the finishing-point of each principal run there is a bus service back to Sestriere and the starting-points of the cable railways. Cervinia-Breuil lies amidst a large district of flawless snowfields, with excellent ski-slopes facing south from the foot of the Matterhorn. It boasts the longest cable railway in Europe, and it takes you in a few minutes to Plan Maison and then on to Plan Rosa (10,500 ft.), from where there is a superb panoramic view.

Smaller resorts which are attractive include Colle Isarco, Ortisei, Selva and San Martino di Castrozza, all situated in the Dolomites.

**FINLAND.**—Now that you can travel through in one day from London to Helsinki, this enticing and haunting land, with its delightful people, comes into the picture for those seeking winter sports away from the beaten track. The winter there, with its brilliant sunshine and dazzling snow, annually attracts the elite of the world's skiers and ski-jumpers for a number of important international events. But there is fun also for the comparative beginner. The best-known ski-ing centre is probably Lahti, not far from Helsinki ; while for those who want to get right out into the wilds there is Kilpisjarvi, 250 miles north of the Arctic Circle, in Lapland. Information about Finland can be obtained from several of the leading travel agents.

**SPAIN, YUGOSLAVIA, SWEDEN.**—These three countries attract very few British winter sports visitors—perhaps fifty all told. In Spain, La Molina and Nuria, both in the Spanish Pyrenees, are the main resorts. Make sure, though, of snow conditions before going there for a holiday. In Yugoslavia, Cook's offer inclusive arrangements at Planica, renowned for its mammoth ski-jump and picturesque scenery, and at Pokljuka, which offers extensive ski-ing grounds. I have been told, however, that the local organisation scarcely compares with the more popular resorts in other countries. In the case of Sweden, most prices are high and, as I mentioned in a previous article, hotel standards are, with rare exceptions, poor.

**SCOTLAND.**—The ski-ing possibilities in Scotland hinge entirely on the weather. Given a good winter, the early spring months offer fast and reliable ski-ing on the higher ranges (over 3,000 ft.). In the Cairngorms particularly, as well as the Cairnwell, Drumochter and Loch Tay areas, exciting runs are possible down the deep corries, where the season's snow has been soundly packed. Skating and curling are two other prominent winter sports, when opportunity offers, and there is always the glorious Highland scenery as a background and comfortable hotels in which to stay.

SKI-ING IN SWEDEN : Sunshine sparkles on the weird shapes of snow-covered shrubs and trees at Salen, in Dalarna, the north-west province of Central Sweden. Salen (1,112 ft.) was the scene of the recall of Gustavus Vasa in 1520 by the peasants and is now the starting-point of the annual Vasaloppet ski race.

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*Winter Sports Section—V.*

# EQUIPMENT FOR SNOW

By ISOBEL ROE

SKI-ING differs from most other sports in one important essential. Upon suitable equipment depends not only individual pleasure but also personal safety. It is therefore doubly important to select one's kit with great care and prudence.

The newcomer to the sport may not wish to buy all his equipment the first season. For him, and also for those not intending to make a habit of ski holidays, there are excellent hire services for clothing and equipment. Clothing and boots can be hired in London, but it is more satisfactory to hire ski at the resort. However, for those who decide to purchase their kit it is wisest to buy before going abroad. Otherwise valuable time will have to be given to this at the ski centre and there is the possibility of not being able to obtain the exact type of goods required. London stores have an excellent selection of British and foreign manufacture.

Whether hiring or buying ski, the first point to decide is the length. The main National Ski Associations are now unanimous in recommending shorter ski for the non-expert. On these the skier should make rapid and safe progress and, at the same time, acquire a useful knowledge of the varying snow conditions. Short ski vary in length from the equivalent of the height of the user to perhaps 6 ins. more, the exact measurement depending on his physical strength.

Special short and wider ski are also sold, which are suitable for heavy skiers. Competitive skiers and experts still use ski at least 12 ins. longer than themselves, and these, though more difficult to turn and control, are steadier for straight running at high speeds. Ski are mainly made of wood—ash for light ski and hickory for heavier and better-quality ski. Metal edges are fitted on wooden ski. They give the user good control and enable him to get a grip on hard, icy slopes.

In recent years ski of mainly metal construction have become enormously popular among "all-round" skiers. By "all-round" skiers one means those of several seasons' experience and more, who enjoy ski-ing away from the beaten track, as well as on the *piste* (hard beaten snow). Metal ski make turning easier and the best known is the American "Head."

The running surface of a ski is covered with a special sole, as neither bare wood nor metal will glide smoothly on the snow. The expert will be interested to know that Polytetrafluoroethylene (P.T.F.E.) has now been introduced into Super Faski lacquer. P.T.F.E., developed by I.C.I., forms a running surface far faster than any yet known. Initially, it was very expensive and its application took a long time. Now, however, it costs only 15s. a tin and it can be applied at home.

Super Faski and other lacquers and soles will need occasional waxing to ensure the ski sliding smoothly. The easiest wax to apply is silver paraffin. A small piece should always be carried; it only takes a minute to apply. The racer, however, has to give far more attention to this matter, as he must get the maximum possible speed out of his ski.

When choosing a binding it is well worth while considering one of the release bindings which are carefully designed to allow its free operation in heavy falls which might otherwise cause an injury. Statistics show them to be far safer than the normal bindings. Hired ski are unlikely to have release bindings, and for those hiring the equipment, the Ski Club of Great Britain recommends a simple fitting known as the Club Safety Device. This can be bought in London, complete with instructions, and fitted to the ski at the resort. All release bindings require careful and patient adjustment.

Ski sticks reaching to the shoulder (they will be 6 ins. shorter when the spikes are in the snow) are now considered a practical length. The short stick of the pre- and post-war years is no longer popular. The reason is that the longer stick suits the more upright style now being taught. Sticks are made of steel or cane. The steel ones are stronger and perhaps more suitable for the beginner, while he is still having rather violent falls. The more experienced skier will find that a cane stick stands up to seasons of use and is lighter.

**AN IMPORTANT PRELIMINARY TO SKI-ING: Madame Lucienne Schmidt-Couttet, the well-known international winter sportswoman, has her ski waxed before starting out from Morzine, in Haute-Savoie, France. The running surface of the ski is covered with a special sole and the application of the fat ensures smooth sliding.**

Ski boots are a vital part of the skier's equipment and his progress depends upon having a well-fitting and comfortable pair. Firm support round the ankle and heel is essential, but there should be room for a little movement at the toes. Boots should be worn over two pairs of socks (one thick and one normal).

**THE "TYROL" SKI BOOT:** Used with nearly any binding, it is made by Hawkins, of Northampton, exclusively for Jackson and Warr, of London.

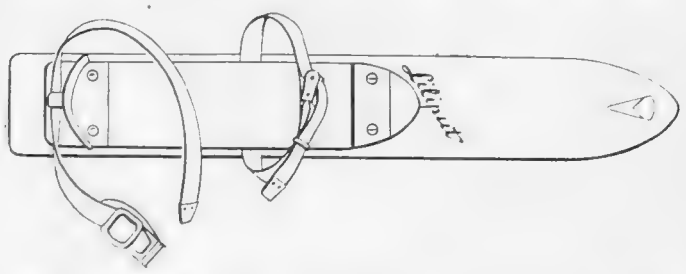
Those wishing to have really smart ski trousers will appreciate the new elasticated ones which allow comfortable bending movement and maintain their smart tailored appearance after months of use. Ski jackets of poplin, nylon and grenfell, in gay colours, are still popular. A feature of this season's jackets is the clever use of jersey, either as part of the hood or forming the entire hood. When not functioning as a hood they can be rolled down and worn as a polo neck or even detached. Yolks and flaps, too, are ingenious, often concealing practical and spacious pockets.

Mitts, woolly caps, sweaters, shirts, warm underwear, small money pouches, larger waist bags, goggles or snow specs. make up the skier's kit. Perhaps special mention should be made of the snow specs. with nylon frames and interchanging nylon lenses (green for sun, yellow for when it is snowing). These dual-purpose specs. eliminate the necessity of buying goggles as well as sun glasses.

One of the pleasures of winter sports is that they can be enjoyed *en famille*. There are delightful little ski which can even be buckled on to a two-year-old, so that they also can paddle around on the snow. It is not necessary to have a ski boot at that age, as even a little rubber snow-boot proves quite satisfactory. When the infant tires, the child (ski and all) can be picked up, put into a little metal chair, carried on its parent's back, rucksack fashion, and the adult's run continued.

For full enjoyment of a ski-ing holiday, and as a safeguard against strains, it is advisable to take a course at a dry ski school. These schools teach all the ski-ing terms and elementary movements, as well as thoroughly exercising the ski-ing muscles. For any unable to attend ski schools an excellent booklet on dry ski exercises is published by the Ski Club of Great Britain (price 3s. 6d.). Membership of the Club has many advantages, one being its excellent Information Service. This gives particulars about ski resorts and recent equipment.

It is not essential to be a skier in order to enjoy a winter holiday in the snow. The skating rinks have many devotees. Curling is very fashionable at certain resorts, and there is always tobogganing and tailing. There will be ice hockey matches, jumping competitions, as well as *Concours Hippique* at some centres. All these amusements help to make an enjoyable and varied holiday in the setting of a peaceful mountain village.




**THE "LILIPUT" SKI:** It is 50 cms. in length and on a pair the infant from two to five years can begin to enjoy the sport. The ski are imported from Switzerland and can be bought in London at Messrs. Lillywhites.

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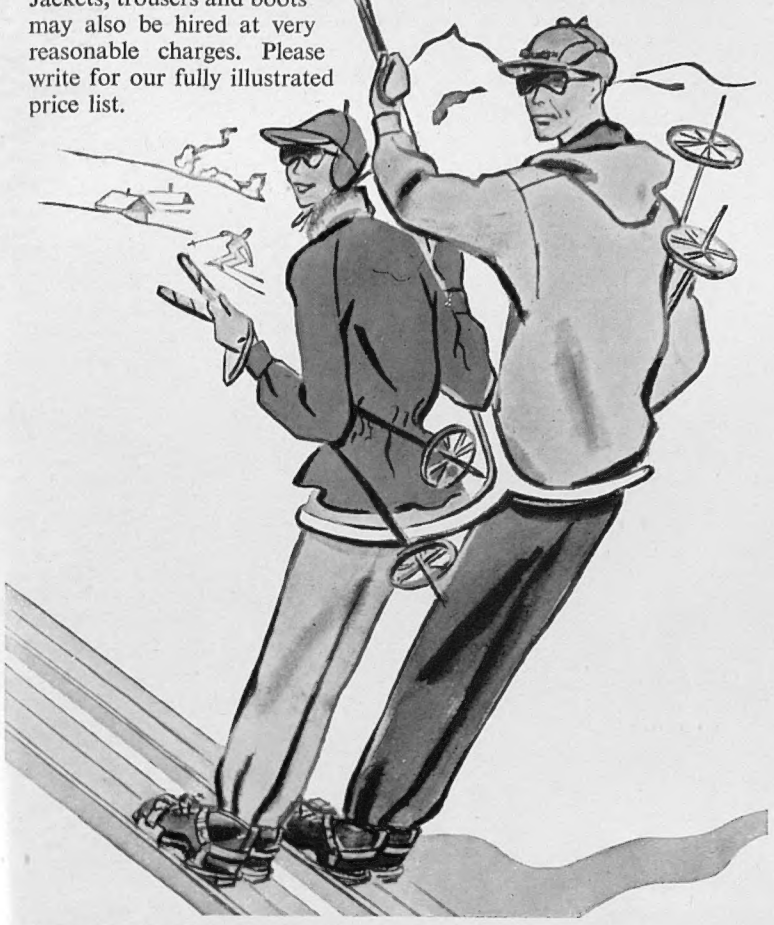

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# IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

CONTINUING our Devon peregrinations, we passed through Tavistock and took the opportunity of looking in at The Bedford Hotel, which has acquired a new look since Trust Houses took it over. This progressive organisation has a habit of picking up hotels in strategic positions, and motorists westward bound will be interested to hear, if they do not already know, that The White Hart at Launceston is now a Trust House.

A strange phenomenon for 1956 appeared as we later approached Bigbury-on-Sea: the sun. So we once again saw the most attractive Seagulls Hotel and Restaurant at its best. Here we lingered in the very contemporary Club Bar and talked with Adam and Mary Johnstone on that subject which never tires, imaginative cooking and interesting wines. Mary Johnstone does all the cooking and on Sundays she puts on what she names "family luncheon", including the traditional Sunday joint, the roast beef of Old England. What a difference it makes when prepared by someone really interested in cooking. Full marks to her for being able to roast potatoes so that they are golden and crunchy without, floury within.

How irritating we find people who tell us that one cannot get a decent meal in the English countryside. We have a gastronomic map which we have privately compiled. It is dotted with places where we are always sure of interesting food; many of them are tucked away off the beaten track. The next call on our short Devon tour can be cited as a classic example. We lunched at Buckland-Tout-Saints Hotel, a fine old country house some two and a half miles down and up some high-banked Devon lanes, where one crosses one's fingers and prays that one does not meet an oncoming car. Have no worry. At mealtimes the cars are all heading towards Mr. and Mrs. Jack Prime's hotel, where good food and wine are such a magnetic draw. We tried to get a room there in mid-September. The hotel was full, and likely to remain so until they close down for the winter months. How does one reach it? Take the Kingsbridge–Totnes road and look out shortly before an R.A.C. box for the direction sign. After that turn right, keep right, hopefully and expectantly.

Our next was a new find, The Court House Hotel and Country Club at Newton Ferrers. Character and charm permeate this old-world manor, whose foundations are older than its Norman parish church. Fortunate indeed it was that in 1943 Mr. and Mrs. Brooke Adie acquired the property, modernised it with discretion, furnished it with charming taste and rescued the terraced gardens from their state of wilderness. When some ten years later they decided to open their home as a Country Club, the transition was effected almost overnight. The lounges, ballroom, handsome dining-room, television room and cocktail bar were already *in situ*.

Mr. and Mrs. Brook Adie have no phobias as regards children, dogs, creeds or races, but are natural and friendly hosts to all who enjoy their home as much as they do. Overseas visitors are particularly appreciative of Court House, not only because of its attributes as an English home, but because it has so much of historic interest, such as Drake's chair and Napoleon's table, none of which are plastered with the usual "Please do not Touch" notices. The catering is as you would expect in a private house, cooked, served and presented in an attractive, personal and correct manner.

The pity of it is that this week's discoveries are restricted by space. There is so much else to tell you. Had there been room, I would have liked to expand on our excursion into North Cornwall—the charming little inn we found at Pendrogget (I defy you to find it on your map!); our disappointment at not being able to get in at The Rock Inn, Haytor Vale, where Mr. and Mrs. Stanley Coles know far more about food and wine than we shall ever learn; and the night we spent at a Motel on the Exeter By-Pass, an interesting and pleasurable experience.

*Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to Mr. Ashley Courtenay, c/o The Editor, THE SPHERE, Ingram House, 195-198, Strand, London, W.C.2.*

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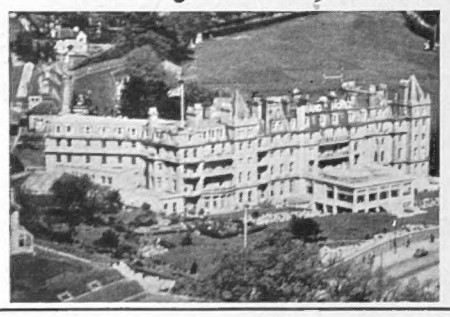
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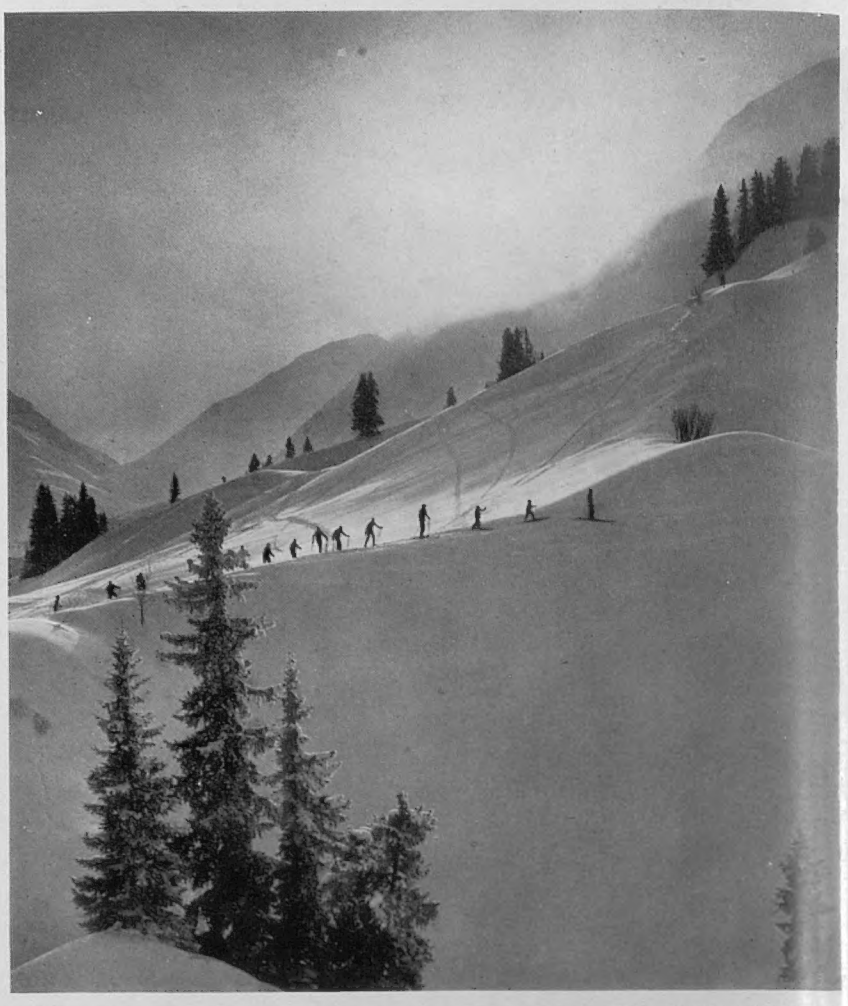

**THE SNOW SLOPES OF SOUTHERN BAVARIA: A long file of skiers climbs in the twilight among the Allgäu Alps, near Hochgrat (6,043 ft.), in Southern Bavaria. From this point the panorama extends from the Zugspitze to the Bernese Oberland.**

*On left—*

**SKI ACROBATICS IN FINLAND: An expert demonstrates his skill at Kittilä, in Finland. The best-known centre for winter sports is probably Lahti, not far from Helsinki. A number of important international winter sports meetings are held annually in Finland.**

**THE CENTRE OF FRENCH WINTER SPORTS: Two skiers perform a *saut de terrain* in the Savoy Alps. This department of France contains some of the finest ski-ing grounds, among them being Chamonix, La Clusaz, Megève, Morzine and Val d'Isère.**

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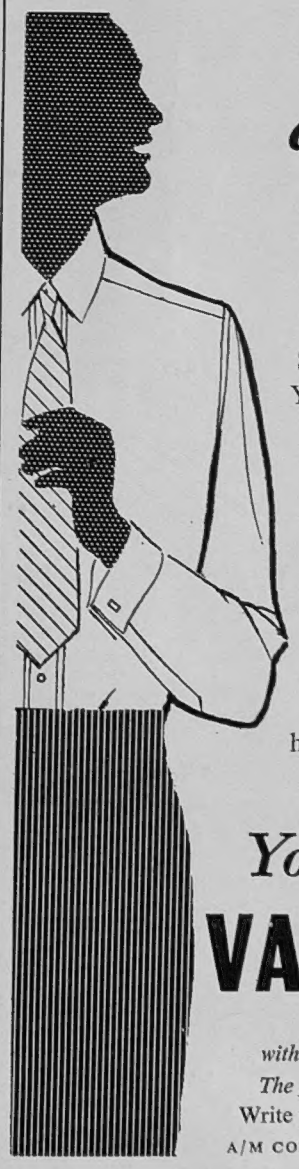

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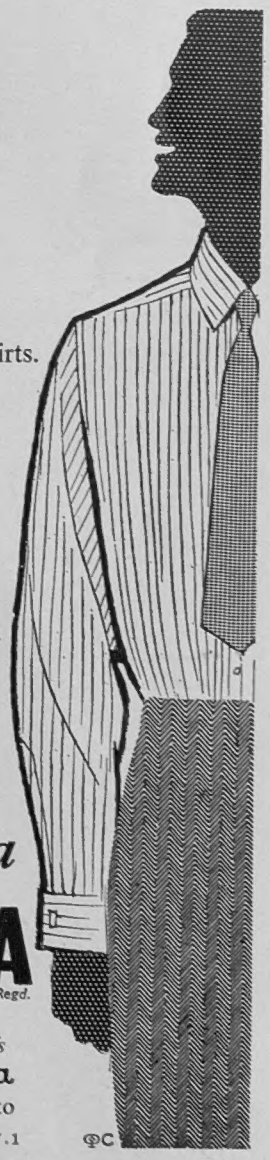

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